

carbusters

MAGAZINE #34

US\$5/£4/€2.50/CN\$5/CZK50



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Curitiba

40TH ANNIVERSARY



the big
lemon

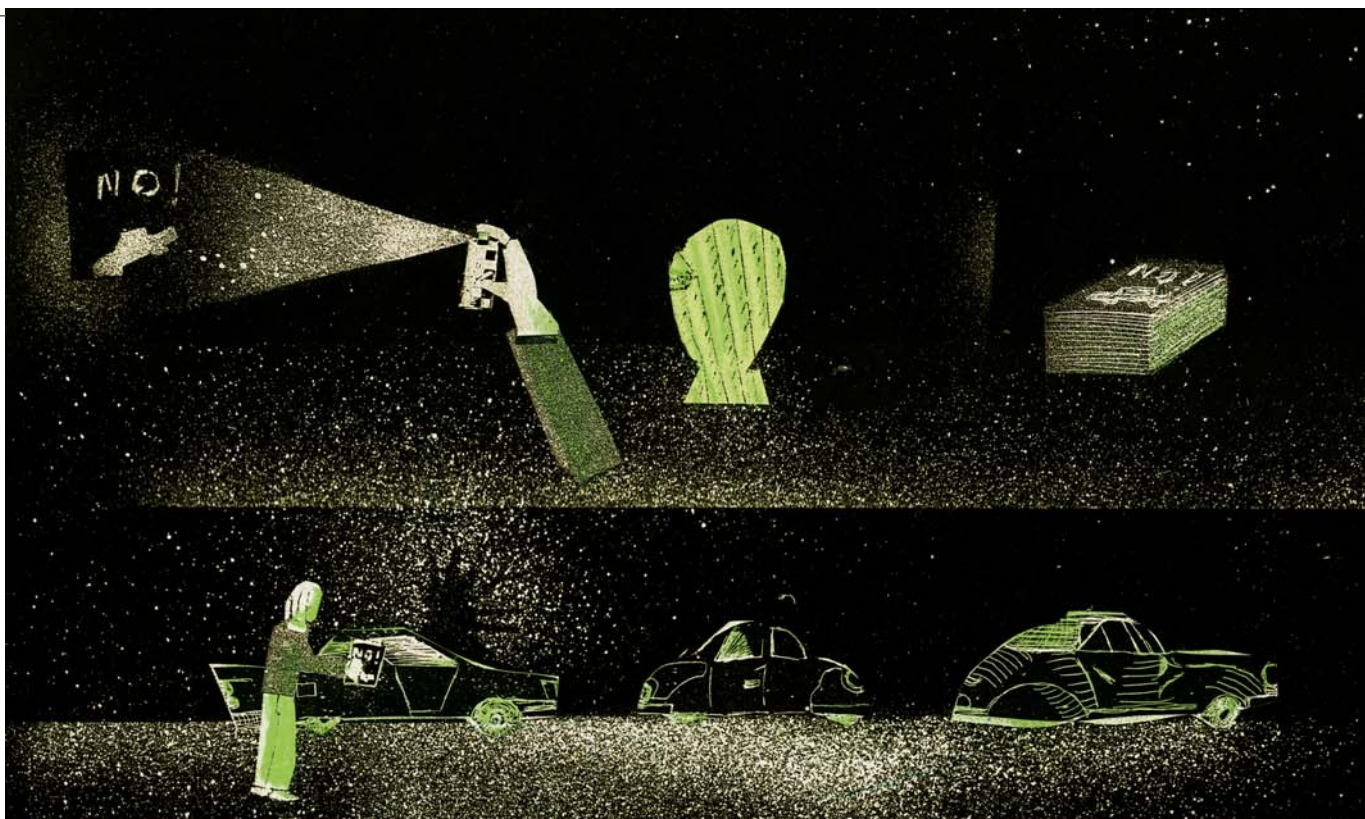


zaima lemer



bicycology





Anniversaries are a time for reflection, and with reflection should come change. *Carbusters* celebrates its 10th year of publication and the beginning of an important transitional stage. The editorial collective are honoured to be with *Carbusters* during this period, honoured to be part of *Carbusters'* transformation into something bigger and better. With the upcoming World Carfree Network AGM in Portland, *Carbusters* will hopefully acquire a new name, to fit with the changing direction of the carfree movement as a whole. We no longer simply "bust" cars, whether literally or metaphorically. We offer viable and realistic alternatives to the car and are the voice of the carfree community. Which is why we chose this front cover. It celebrates the last 10 years of car "busting", but remains tongue-in-cheek because we now represent so much more.

The upcoming months will hopefully bring a lot of change elsewhere; the Towards Carfree Cities Conference in Portland will celebrate carfree life, rethink mobility and rediscover proximity, it will move us one step further along the path to carfree cities — a reality that is closer than ever. The benefits of carfree and car-lite cities are becoming well known, and there are plenty of examples and success stories. Curitiba's development teaches us of how simple yet innovative transport planning can increase the quality of life in a city practically overnight, while the Masdar Initiative offers a glimpse

into the carfree future. John Whitelegg offers us a step-by-step guide to better transportation, while Jaime Lerner informs us that every city in the world can improve in just three years. So what are we waiting for?

There are also changes on a smaller scale. Tom Druitt of the Big Lemon Bus Company provides a framework for public transportation in a post-peak oil future, intimately linked with the theories propounded by Rob Hopkins, founder of the Transition Towns initiative. Smaller still, we are led by brave families in the US, who have eschewed the car as their main mode of transport in favour of the bicycle. There are also changes on a conscious scale; environmental issues are becoming widespread in the arts. The Filmed by Bike Festival in Portland was the biggest in history, Berliners Martin Kaltwasser and Folke Köbberling bring their commentary on the SUV to art galleries in Berlin, Peter Styles releases his first environmental novel and Livebroadcast sings about the negative effects of biofuel production in his home country, Jamaica. It is a time of change.

But along with all this change, some things remain constant. After 10 years, the editorial collective still share communal meals, we still enjoy the odd Slivovica after work and we still deliver the magazines to the post office on an old handcart; and we remain eternally grateful for the continual support of our readers who make this all possible. Thank you.

- SF





carbusters

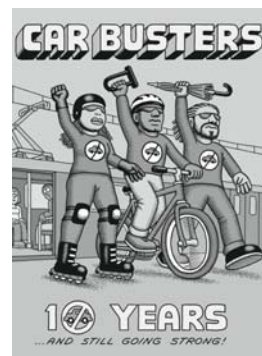
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Frontcover Design: Martin Kubát
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**Livebroadcast:
(page 23)**

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Reprints welcome with a credit to *Carbusters* and a reference to Carbusters.org unless otherwise attributed.

Deadline for submissions for #35 is July 15, 2008.

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Subscription info: page 29 and 30.

ISSN: 1213-7154 / MK ČR: E 100018

Printed in the Czech Republic on 100% recycled paper by Pematisk, Prague. Distributed by Doormouse (Canada); AK Press, Desert Moon, Tower/MTS, and Ubiquity (US); Central Books (UK); and many others.



Carbusters has been funded with support from the European Commission. Carbusters reflects the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Carbusters Magazine is a project of:



www.worldcarfree.net

letters

Please send letters for publication to:
editors@carbusters.org

Dear Editors,

While I heartily agree in the high praise for Shoup's excellent book (*The High Cost of Free Parking*, #33), I feel like the reviewers missed the main point: that the most effective way to reduce cars in cities is to charge a fair market price for the space and time that cars consume when parked. This is a measure that could be enacted quickly (ok, there are those minor political problems) and that would potentially be far more effective than congestion pricing. It could be the first big step towards carfree cities, as when people are forced to pay for their parking, they will indeed think twice about driving. Higher gas prices are of course important, but since cars are parked about 95% of the time, parking fees will hit harder than gas prices.

That said, I'm delighted to see this valuable book getting attention in your magazine.

Debra Efroymsen

By e-mail

Hey yo this is dedicated to the
children of the future
And the parents of the past
It's time to listen up
Or this world will not last
16 Million cars on the road,
5 billion hay fever sufferers living
alone

You do the math, it aint
trigonometry,
Just simple like $1 \times 2 = \text{three}$
Hay fever, emphysema, hepatitis G
Yellow fever, bronchitis and dysentery

MC Cypher, Chief of the Hanky Panky Crew, full rap online.

By e-mail

We all walkin the same path of
sufferin
Coughin, sneezin, blazin and
splutterin
So I take it as a personal dissin
When y'all release your carbon
emission
Let's unite in our struggle
And try and end our worlds trouble
Atissue, atissue
Check dis serious issue
We gots to find a solution
To this global pollution

NO EXIT

© Andy Singer



contributors

Want to contribute? E-mail editors@carbusters.org
or see our guidelines: <Carbusters.org/submissions>.

Cecilia Boldt and her husband live in hilly Philadelphia and have two children, a three year-old boy and a seven year-old girl, whom they transport on their Xtracycles everywhere they go. Motorists respond with curious interest.

Andrea Cinquina is a student of Lund University's International Masters Programme in Environmental Studies and Sustainability Science. He is currently doing his thesis on the transportation system of Curitiba, Brazil.

Dermot Hikisch grew up in northern Canada. Currently living in Karlskrona, Sweden; he is completing a Masters in Sustainability. He finds the region amazing for cycling, but unfortunately some unethical person liberated his bicycle only two weeks ago. He now finds Karlskrona fantastic for walking.

Martin Kubát is a graphic artist who worked on the design of the *Carbusters Reader*, soon to be released in Hungarian, Slovakian, Polish and English. For more information about the publication contact Chris at <chris@worldcarfree.net>

Marcel René Marburger studied art history, German literature and philosophy in Cologne. Since 2005 he has worked as a research assistant at the Vilém Flusser Archive and since 2007 as a lecturer at the University of Arts Berlin. Co-editor of the *International Flusser Lectures*.

Patrick Nicholson is part of the new WCN member organisation Bicycology. For more information about the organisation visit <www.bicycology.org.uk>

Andy Singer is the author of *CARTOONS*, which has recently been translated into Polish, Slovakian, Hungarian and Czech. His work can be viewed at <www.andysinger.com>

John Whitelegg is a Professor of Sustainable Transport at Liverpool John Moores University and on the Advisory Board of the WCN. He is also Founding Editor of the journal *World Transport Policy and Practice*.

SPECIAL thanks

This issue would not have been possible without the support of Kamila Blazková and Radka Tichavská, who have kept the WCN-ICC running over the last few months. We wish them both the best for the future. Dekuju!

announcements

The Camp for Climate Action

This summer will see eight camps of Climate Action organised around the world. Everyone is invited to get involved either as a participant or as an organiser in activities revolving around education, sustainability, low-impact living and high-impact action. In Australia the camp will pay a July visit to the world's largest coal port in Newcastle, while in the UK the camp will bring some colour for a week in August to the Kingsnorth coal-fired power station in Kent. Three "convergences" are organised in North America in late July, while camps will also be held in Germany and New Zealand. For more information, visit <www.climatecamp.org.uk> (.au/.nz), <www.climateconvergence.org> and <www.klimacamp.org>.

Tourism and Heritage Conference in Mexico

Cultural and national heritage, sustainable tourism and carfree cities will be the topics explored at the 12th International Meeting on Heritage Development and Tourism, held in San Luis Potosi, Mexico on June 4-6, 2008. The event is fully endorsed by the WCN. Specific issues that will be covered include cultural preservation, sustainable tourism, pedestrian zones and carfree city centres and villages. For further information, contact Arq. Guillermo Lozano, <cpatrimoniogrde@yahoo.com.mx>.

T-Shirt Design Competition Closed

The T-shirt design competition announced in #32 is now closed. We would like to thank everyone who participated. The designs that qualified for the final stage will be posted on the *Carbusters* website so that the readers can choose the winner.

WCN Response to EU Green Paper

The World Carfree Network participated in a consultation phase initiated by the European Commission with the publication of a green paper on urban mobility. A response to the green paper was drafted and sent by members of the Network. It was considered important to have a strong and clear carfree voice in a process that can significantly alter the European Union's transportation future. The green paper will evolve in an action plan that will be announced next autumn and will form the backbone of European

transportation policy for years to come. The original green paper can be downloaded at the Europa website <www.europa.eu>, while the WCN response can be downloaded at <www.worldcarfree.net/press>.

Carbusters #35 Call for Submissions

Deadline for submissions for the next issue of *Carbusters* is July 15. If you would like to contribute, please contact us at <editors@carbusters.org>. Graphics, photographs, stories, cartoons, news and really anything related to carfree issues is more than welcome!

Ecotopia Biketour

This summer the Ecotopia Biketour will take to the Serbian streets on June 21, crossing the Bulgarian countryside, arriving in time for the Ecotopia gathering <www.ecotopiagathering.org> held this year at Sinop, Turkey in early August. The tour is open to people of all cycling abilities, as long as they wish to have fun, learn new things and meet new interesting people. For more information, contact <mail4you@gmail.com>.

Budapest Record Breaker

Budapest recorded its largest ever Critical Mass on April 20. 80,000 riders took to the streets throughout the day. Congratulations!

Towards Carfree Cities Conference and Postcard Art Show

The International Towards Carfree Cities Conference, Portland will be held June 16-20. Can't make it to Portland to attend? No problem. Make your presence known by submitting a postcard to the Carfree Postcard Art Show at City Hall! We invite artists and writers everywhere to send original photos, paintings, collages, poetry or prose celebrating freedom from car culture in any and every phase of life (see below). "People's Choice" postcard wins the opportunity to be showcased in *Carbusters*.

The official theme of the conference is "Rediscovering Proximity." We share our Earth with billions of people as well as myriad

creatures and ecosystems. Our transportation and urban planning choices directly impact the health of the planet.

The show will become part of a travelling exhibition to cities hosting carfree events in the future. Regrettably pieces cannot be returned to artists, but credit to all will be scrupulously noted. All art must be received before June 1, 2008.

You can also join the conference online. Go to <www.carfreeportland.org> and watch the conference webcast or sign up for your own Stickam account at <stickam.com/carfree> and show your face!

- www.shift2bikes.org





CAR CULT REVIEW

Blind-Drunk Justice

The law firm Top Gun DUI fights to make justice in California blind drunk by defending drunk drivers in court. They have seven attorneys for the cause, including Richard Wagner, who has hundreds of DUI — driving under the influence — cases under his belt. Their website features a list of hundreds of other “success stories” including one boast of a dismissed case where the driver “blew” a .28% blood alcohol percentage from a breathalyser. Their logo “Friends don’t let friends plead guilty” certainly will not amuse the thousands of drunk driving victims. Hinting at the lack of sympathy they have towards this grave issue, their website links to a “Drunk Browsing Test” which involves such tasks as clicking in a straight line and describing the drawing of a man embracing a blow-up doll.

- www.topgundui.com

The Exhaust Burger

No time to cook dinner? Why simply attach this mobile barbecue to your tail-pipe on your commute home. Place raw meat inside *et voila!* An Iranian design team was shortlisted for a prize in the “Dining in 2015” competition with a design that in theory saves energy. It may prevent some from firing up a CO₂ emitting coal



barbeque, but it will more likely encourage people to take a joy ride in their car for 10 minutes for a burger that literally is “to go.” Its clamshell design securely separates the nasty fumes from your beef. It remains unclear whether the police will permit drivers to flip their burgers at a red light.

- www.designboom.com

CO₂ to Gasoline

The Los Alamos National Laboratory has proposed a climate change solution that could ensure petrol-guzzling cars remain on our streets for decades to come. With classic American hyperbole, the new technology — dubbed “Green Freedom” — would convert CO₂ in the air into petrol and jet fuel. The chemical process involves blowing air over potassium carbonate to collect CO₂, followed by a series of reactions

that create the petrol. Not surprisingly, this technology requires intensive energy input. A commercial scale plant producing 3 million litres daily would require the energy of an entire nuclear power plant.

- www.nytimes.com

BMW World

Boasting a design that resembles a hybrid between a Pharaoh’s headdress and Darth Vader, BMW Welt was opened last February. The glass and steel cathedral showcases new models, exhibits the evolution of BMW and enables new customers to drive off their new purchase with ceremony. This massive architectural masterpiece, whose roof is 14,500 m², and has 60% of its floor-space underground, was described by one Guardian reporter as “the most exquisite shrine to the automobile.” The religious analogy was emphasised when the projects architect Wolf Prix called his work a “temple” during the opening ceremonies.

Though the BMW cult has the car’s equivalent to the Notre Dame, other German carmakers aren’t far behind. Volkswagen offers its customers a baptism into their new car with a specially built *Autostadt* (car city), complete with an off-road course and Ritz-Carlton hotel. Audi recently finished its Holy Forum in the centre of *Ingolstadt* where on “Driver’s Day” one is initiated into their cult with a test drive, tour of the factory and a feast of various gastronomical delights.

- www.bmw.gotik-romanik.de

US Military Goes Green?

The Pentagon estimates that the US military consumes 360,000 barrels of oil a day, making it vulnerable to the looming crisis of peak oil. Out of this context the military united with industry experts to hold the 2nd Annual Alternative Energy NOW conference in a resort near Walt Disney World in Florida. They discussed subjects ranging from solar-powered air conditioning to the production of biofuel from oilseed, and the results of an energy security audit by the army. Dr F.J. Martin who heads the aforementioned “Green Freedom” project spoke, as well as the CEO of the National Biodiesel Board.

- www.upcomingevents.ctc.com



“*The most exquisite shrine to the automobile*”

”

Yet Another Self-Inflicting Ad

There has been a backlash against an abrasive car advertisement recently seen pasted in numerous metro wagons in Beijing. Written in bold white on a red background, the advert reads “Squeezed in?! Go and buy a car then!” The Chinese press reported a flood of negative responses from transport users and the Chinese government, which is heavily investing in the Beijing metro system in preparation for the Summer Olympics. No car brand is associated with the ad, suggesting a clever collaboration within the industry where no company faces the blame. One Chinese internet user posted a clever slogan that could be placed as a retort on highway billboards: “Stuck in a traffic jam? Then take the subway!”

- Reuters

Jaws Bus Advert

While this advertisement certainly gets points for innovation, it may scare people from taking public transport. Other reality bending bus adverts recently seen around the globe involve giant cameras with tires as lenses and an anti-smoking





campaign where the tail-pipe is replaced by a cigarette. Passengers on these ad wrapped buses likely feel less than honoured for their conscientious commuting choice by having their view obscured by sugarcoated marketing.

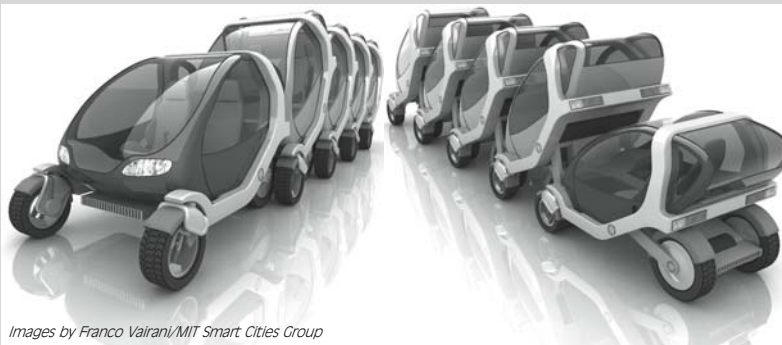
- www.inventorspot.com

Rinspeed Car Walks on Water

Lakes and oceans can no longer be considered carfree after the Swiss carmakers Rinspeed revealed their new concept car sQuba at the Geneva Motorshow in March. Inspired by the underwater chase scene from the James Bond film *The Spy Who Loved Me*, the CEO Frank Rinderknecht had been obsessed for decades with how to make this submersible car fantasy a reality. Due to its airtight fusing and light design, the convertible sQuba somehow floats on water. When water is allowed inside its gills the car "flies underwater" up to a depth of 10 metres as the driver breathes from an integrated compressed air tank. Featuring a salt-water resistant interior, diamond-plated non-slip inlays and a laser sensor system that allows for autonomous driving, this is surely only within the budget of the outrageously rich.

To its credit the sQuba is emissions-free — running on three battery-powered engines — and also uses biodegradable lubricants. Of more concern is the intrusion upon more and more space by the car. The press release claims that this submersible car will "steal the show from any 'Baywatch' beauty on the beach."

www.rinspeed.com



Images by Franco Vairani/MIT Smart Cities Group

Folding Car

Designed by a team of scientists from the Massachusetts Institute of Technology (MIT), the City Car in theory seems like a very sound concept. Smaller than a Smart Car, it folds to half its original size when parked into its docking stations, where the electric engines are recharged — solving distance limitations of electric cars. The designers hope to see it used within cities in a car-share system that could be integrated into intermodal transport, with larger docking sites placed at metro stations and shopping centres. The design has not gone beyond the drawing board, but the MIT team claims the City Car takes up only one eighth the space of an ordinary car when parked. The steering wheel will be replaced by a joystick and an internal computer will locate

the nearest available "docking station" to your destination. The leader of the MIT team Bill Mitchell declared "we have reinvented urban mobility."

On their official website they claim, "instead of designing cities that adapted to cars, we wanted to design a car that would adapt to the city." This City Car share system could integrate well into a system for a functioning coexistence between cars, public transport and the self-propelled. The dual crises of climate change and peak oil may help people overcome their strong possessiveness of cars and will hopefully help many overcome their averseness to the notion of sharing. The team hopes manufacturing will begin in three to four years.

- web.mit.edu

Emission-Free Sports Car?

Morgan Motor Company unveiled a hydrogen-powered sports car at the Geneva Motor Show in March. Based on the design of a previous roadster model by Morgan, the Lifecar project was partly funded by the UK government. The

Lifecar has yet be tested but the engineers estimate speeds of up to 160 kmh and acceleration from 0-97 kmh in about seven seconds, sub-par for a sportscar. Other sacrifices were made so that the engine could run exclusively on hydrogen fuel cells. Efficiency

measures were also necessary to reduce the weight to 700 kg, which included removing the stereo and airbags. The savvy sportscar driver may not be satisfied with the hard wooden seats and unusually quiet engine. To compensate, the Morgan Motors CEO Matthew Parkin proposed that they "may have to supply headphones with the sounds of a five litre V8 linked to the throttle pedal."

Mazda and Honda have both recently released similar models, though both run on hybrid engines to allow for more power. Promoted as "emission-free vehicles," scant attention is given to the fact that producing hydrogen by splitting water is very energy intensive.



Fossil Fools Day

Fossil Fools Day descended on the slumbering world on April 1. Thousands of people in the UK, North America, Australia, New Zealand and South Africa ridiculed our society's inexhaustible craving for cars and fossil fuels and exposed that only fools continue walking down that path. The actions were organised by the international grassroots network Rising Tide. They involved parades, protests and blockades in road construction sites, banks, energy companies, power stations and petrol stations. And of course loads of pranks; the highlight being the launch of ev-EON, Unnaturally Carbonated Water, along with a complete website <ev-eon.com>. The police, as usual, displayed little sense of humour and arrests ensued.

- www.fossilfoolsdayofaction.org
- www.risingtide.nl

Bare as you Dare!

Three hundred souls braved two of our society's taboos: public nudity and cycling. The 3rd annual "Ciclonudista Lima" in Peru, organised by CicloAxion, took place on March 8 and was a huge success. The semi or fully-nude people exposed the fragility of the human body and protested against the cycling situation in a country with no relevant laws and little respect for cyclists. The event was heavily covered by the press and attracted, as expected, the attention and applause of bystanders. The next wave of naked cyclists in Peru is expected on March 14, 2009. The World Naked Bike Ride will take place in 70 cities across 20 countries on June 7, 2008.

- www.cicloaxion.org
- www.worldnakedbikeride.org



Photo by Marco Canton

Bicycles' Road Rights

The Bicycle Coalition of the Ozarks in the US, happily announced the end of a successful mission: they managed to get information about the safety of cyclists into the Arkansas Driver's License Study Guide. The information is mostly common sense — i.e. that cyclists can use an entire lane when conditions require it — but quintessential for people who don't really consider bicycles as valid road vehicles. Beyond the apparent safety benefits, perhaps some of the people studying for a driver's license will realise that bicycles exist and might even consider them as a far more sustainable choice of transport compared to cars.

- www.bconwa.com

Celebrating Cycling in Dhaka

On February 22, 2008, over 100 children and adults gathered at the end of a street in Dhaka to honour nine children who had won awards in a cycling competition organised by the Bangladesh Cycling Federation. The nine children had all learned to cycle in a training program created by the member organisation Work for a Better Bangladesh (WBB; see Carbusters #26). The program included speakers, and children and adult singers. Children loudly expressed their desire to be able to cycle not just in competitions and on side streets, but throughout the city.

But mostly, the event was an occasion to bring the residents of the street and wider neighbourhood together, to reinforce the concept that streets are not just for cars and that neighbours need chances to interact. WBB hopes to organise many more such events in the future. Meanwhile, it continues to organise cycle training

sessions twice a week and weekly cycle rides, alongside campaigning for the safety of cyclists in the congested streets of Dhaka.

- Ziaur Rahman Litu, www.wbbtrust.org

Northern Exposure

Friends of the Earth Helsinki has started organising critical masses to improve cycling conditions in Finland's capital. Cycling takes place through the most bicycle-unfriendly places monthly from April to October. Depending on the weather, usually 50 to 200 cyclists join the ride. Among them are all kinds of people: from professional bicycle couriers and activists to families with children. The route is about 10 km, takes about one hour and police escort the cyclists in the rush hour traffic. As with most masses, it is heavily armed with slogans, "One less car" stickers, street music and, of course, a critical but cheerful atmosphere!

- Tatu Pääkkilä

Ghost Bikes in Vienna

Ghost bikes are always sad, but they deliver a very strong message to the public of the daily dangers cyclists and pedestrians face. Three new Viennese ghost bikes were added to the



Photo from <www.ghostbikes.org>



BEN Namibia

Carbusters would like to congratulate the Bicycle Empowerment Network of Namibia for its continued commitment in promoting cycling as a cheap and sustainable transportation alternative, while also providing related income opportunities for people in the country. In just three years it has set up five community-based bicycle shops and trained over 100 people as bicycle mechanics. Moreover, it has delivered more than 50 bicycle ambulances that the Network developed to cover the deficit in motorised ambulances. It is calculated that approximately 4,000 Namibians have benefited from its cycling programmes. The Network has also conducted research on the impact of transport on access to treatment for people with HIV/AIDS. Future aims include establishing three more community bicycle shops, creating 15 new Bicycle Empowerment Centres around the country, continuing the distribution of bicycle ambulances, developing a cycling infrastructure in the capital Windhoek and also establishing a road racing team. Thumbs up!

- www.benbikes.org.za/namibia



Photo by BEN Namibia

Testing a Bicycle Ambulance

increasing list of such installations around the world. They commemorated three fatal crashes that occurred over the past two years. The action received substantial press coverage when the police failed to remove the first bike the day after it was installed. Reports from Vienna mention that the general public reacted very positively to the ghost bikes and the message they carry. A growing momentum that could lead to the day when no more ghost bikes are necessary on the streets.

- www.ghostbikes.org/vienna

Sofia Bikeevolves

Twenty masked cyclists of the organisation Bikeevolution gathered outside the Sofia City Hall at the end of February to influence the budget discussions. They can be proud of their achievements. The city agreed, for the first time in its history, to allocate 5.3 million leva (approx. EUR2.7 million) for cycling infrastructure. The money will be used for the construction and renovation of sidewalks and bicycle lanes, including a new major 6 km cycling lane in the centre. The presence of cyclists wearing masks that made a clear reference to the air pollution levels in Bulgaria's capital was considered pivotal for this shift. The cyclists handed out leaflets to municipal councillors, reminding them of the 681 traffic accidents involving children in 2007 and

asked each and everyone if Sofia is a city built for people or for cars. A nice step in bikeevolution!

Petition Car Drives Awareness of Auto-Addicted Culture

Canadian activist group Streets Are for People! made a special delivery to the Ontario provincial government on Earth Day. The group led a parade that pushed its "petition car" — motorless, painted white and covered with over 4,000 signatures — to the Legislative Building in Toronto, where they delivered it along with a paper petition signed by over 3,000 people.

Supporters were greeted by their member of parliament, who came out on the lawn to accept the petition. He was adorned with a superhero cape emblazoned with planet Earth to remind him of those who were counting on him as he presented the petition inside the Legislature. The boot of the car, filled with dirt, was opened, and people took turns planting herbs and flowers. A sing-along and clowning lesson raised spirits just before the merry band entered the assembly.

However, when it came time for the petition to be read, over 90% of Ontario's MPP's left the room. "The issues around the malady of car culture are so well-entrenched," says Streets are for People! member Shamez Amlani, "that to sum up these myriad problems into sound bites embraceable by the media and bureaucrats is almost impossible. But this kind of action questions the status quo and gets conversations started at the grassroots level — that's what makes it a powerful tool for change." The full text of the petition is linked here:

<www.streetsareforpeople.org>.

- Streets are for people!

Beautifying Parking Metre Poles in Sacramento

The city of Sacramento, California has removed the tops of 100 coin-operated street parking metres in favour of parking pay stations in the downtown area. The leftover poles are now being re-purposed as bicycle racks. Galvanized steel cut-outs in the shape of a bicycle with a circle around it are being attached to the poles. The steel is coated with green thermoplastic to keep bikes from being scratched. According to the Sacramento Bee, each bike rack conversion costs US\$135. At this time, only 50 of the proposed 100 have been converted.

- Ilsa Hess



Photo by Ilsa Hess



Photo by Ivonne Zambick



PRECIOUS CARGO

USA: Not Yet Bicycle-Friendly for the Family, but Getting There

- By Cecilia Boldt

The decision to go carfree and to anoint the bicycle as your primary means of transport requires two things: a strong will and a game plan. Your will can overpower a natural fear of car traffic, the temptation to take the easy (fossil fuel) way to work or the nerve to tell others that you get everywhere via human power. You then must decide what kind of bicycle to use, learn how to change a tire, calculate the best route to work, etc. Yet if you have little children, your decision is harder still.

A Growing "Family" of Bicycles

In almost every corner of the US, cycling with children on board remains an iconoclastic activity. It requires thinking outside the box — the car — that most American families live in.

"People are loath to change their habits. Using a car becomes a habit, and they forget about other options," explains Jean Guequierre of Milwaukee, Wisconsin. She and her husband Nathan are a one-car family who get around by bicycle except during winter, when they use public transport.

Craig Kelley, a member of the city council in Cambridge, Massachusetts, reports that he knows of over 100 other families that rely on the bicycle to transport themselves and their children. Milwaukee has also witnessed a similar surge in ridership, says Nathan Guequierre, who cycles 19 km to his job every working day. "Milwaukee has undergone a major shift in the last five years in the ways it supports cycling," says Guequierre, who names bicycle-lane planning, architect-designed ped/bicycle bridges at key locations and an off-street trail system, "and the results are starting to gain the sort of critical mass necessary to make cycling a viable form of transportation

around parts of the metro area."

Even in car-crazy southern California, more bicycles are on the roads. Chris Kluth, a transportation/land use planner for San Diego Association of Governments, who takes his two young boys on his Xtracycle says, "over the past two years I have definitely noticed more and more people riding... as we've gone from baby-seat to trail-a-bike and now with two on the Xtracycle, we get plenty of looks and comments. Most are very positive — 'that looks like fun', 'good for you', 'that saves on petrol', 'what a great idea', and of course the 'I wish I could do that, but...'"



The Blanco Family

"I Wish I Could Do That, BUT"

Kluth rightly labels the common response that others may not always say, but often think. (Some may have less generous musings, such as, "That family is nuts"). Even for cycling families it can be hard to stick with it.

The number one reason for which families might eschew the bicycle is fear. "What really ticks me off about Cambridge is that we claim to be so bicycle friendly, and yet I can't cycle around town with my children without regularly being terrified," reveals Kelley. "It's all hypothetical until my children get hurt, of course, but by then it's too late."

Indeed, Kelley mentions that the bicycle lanes are within the car-door zone. "My children still don't understand [the high risk of getting doored]. If we really want people to cycle more, we need to find ways to put them on streets, or parts of streets, without cars. That would probably mean getting rid of a lane of parking on the major surface arteries and putting in a stand-alone bikeway there," he suggests.

For such reasons, some parents

admitted to "slipping a little," resorting to the car far more often than they'd like.

Twenty-four cyclists and pedestrian deaths were caused last year by motorists in Louisville, Kentucky. "Louisville is... not for an inexperienced cyclist," insists Jackie Green. Green and his wife Cindy co-own two local bicycle shops and Jackie is heavily engaged in advocacy efforts to get city officials to enforce existing laws and pass new ones. Until then, he won't be taking their little girl on the bicycle with him.

Yet places like Cambridge remain progressive, claims Janie Katz-Christy, director of Green Streets Initiative, Inc. "People report that they look forward to having the opportunity to go carfree whenever they can. My children beg not to go in a car," shares Katz-Christy, who developed Green Streets after an Earth Day gathering that had several folks asking, "why aren't we doing anything?" Getting families to use bicycles was an obvious choice for her. "I wanted to do something more habit-changing and fun."

A Taste of the Better Life

Boston resident Maria Christina Blanco, mother of a young girl and a native of Bolivia, illustrates such taste and awareness. "I actually was stopped on my way from dropping my daughter off at school [via the bicycle] by another parent of three young children. She asked me for tips on how to do it. It's definitely a good way to save on insurance, car payments and petrol, but it sounded like her main interest was raising her children in an environmentally sustainable lifestyle. She and her husband were both from an immigrant background, and we talked about how the US lifestyle is really unsustainable and that those of us who came here from 'developing' nations have a fine line to walk between taking advantage of resources that weren't as available in our countries of origin and having a critical perspective toward the use of resources — and not blindly adopting a way of life that exploits the rest of the world."

"Cycling serves as an inspiration, if not a model, to follow," tells Sarah Wilde, another Boston resident, who chose their house and neighbourhood based on how bicycle-friendly it was. "Initially, I was griping about how warm it was in November when my then six-year-old son commented, 'Why don't you just stop using the car?'"

Tom Samuels — resident of Chicago, regional director of America Walks and father of two small children — concurs, "we do a heck of a lot less shopping than our peers who have cars. Instead of paying to go shopping, we can go to a zoo. We can live locally. Our dates are less expensive because we don't have such easy access to our consumer society. We are able to maintain a walking lifestyle. Today we spent a huge amount of time examining blossoms on bushes. Slow is beautiful."



The Katz-Christy Family



April 11-13, 2008
Clinton Street Theatre

- By Ayleen Crotty

In 2003 the bicycle scene in Portland, Oregon was really starting to come together. The previous year Portland hosted BikeSummer, an annual festival that at the time was taking place in a different city every year. Bicycle ridership was up in Portland and cyclists were eager for an outlet for their cycling passion beyond the monthly and contentious critical mass. BikeSummer in Portland brought everyone together for a month of fun, free events. By the end of the month it was evident there was potential to do so much more, and to do it year-round.

The next summer one of the BikeSummer organisers, Amy Stork, planned a huge festival in a city park and called it the Multnomah County Bike Fair. At the same time movies with bicycle themes started showing up around town; most of them short, low-budget productions. I decided it might be interesting to show these movies in one sitting and charge an entry fee to fundraise for the bike fair. In a micro-theatre I planned the screening to coincide with critical mass and crossed my fingers for the 40 attendees I was hoping to attract. By the time the movies started, it was standing room only

with people peering their heads in the door to try to get a glimpse of the screen. There were 80 people that year and the event — now known as the Filmed by Bike Festival — has sold out every year since.

Filmed by Bike showcases the art and imagination of cyclists in films that are eight minutes or less. Some pieces are truly magical moments that are over in 45 seconds. Submissions come from around the world and often offer a glimpse into bicycle culture in other places. The festival also attracts filmmakers who enjoy riding bicycles. The resulting body of work is sometimes humorous, sometimes sombre and always offers a creative look at the culture of the bicycle.

This year over 100 films were submitted and 39 made the final cut. The organisers split the movies into two programs for the first time,

offering moviegoers a chance to see a huge diversity of bicycle movies. Over the course of three days there were eight screenings and 1,500 attendees.

The opening night sold out and over 300 people were turned away due to lack of space.



Photo by Jonathan Maus



Photo by Jonathan Maus

Over US\$2,000 in prizes was raffled off and the organisers plan to offer another opening night screening next year.

Bicycle parking took over one side of the street and next year the festival is collaborating with the City of Portland to offer more parking all weekend long. The City of Portland wants to showcase how dedicated they are to encouraging cyclists to cycle to large-scale events.

The Filmed by Bike programme is available for individual purchase and re-screening events through the Filmed by Bike website, <FilmedByBike.org>. To submit your film for the 2009 festival, view the guidelines and download an application from the website.

Ayleen Crotty is a bicycle enthusiast in Portland, Oregon USA. When she is not working on Filmed by Bike, she enjoys spending time with her neighbours, bicycle touring and hosting dinner parties for friends.

Photos by Jonathan Maus <bikeportland.org>





Curitiba: The Transportation Capital of Brazil

- By Andrea Cinquina

There are cities in the world that are often overrated, cities of which we hear much talk for no special reason. There are cities instead that should be known all over the globe for their quality and what they represent, but are not. Curitiba is one of them.

Capital of the southern Brazilian State of Paraná, Curitiba — placed in a metropolitan area of around 3.4 million inhabitants — has a population of approximately 1.8 million — a population that has increased tenfold since the 1950s when the city numbered only 180,000 people. The next major city is São Paulo, situated 400 km to the northeast.

What makes Curitiba so special? If we discuss indicators Curitiba can be considered the capital of sustainability in Brazil (although much work still needs to be done): it has the lowest index of illiteracy in the country's State capitals, it boasts an amazing 51 m² of green area per inhabitant and is a champion of waste management. Its municipal programmes are characterised by innovation and creativity. For example, with the "Green Exchange Programme" the city offers food, books or bus tickets in

exchange for waste, so as to stimulate a cleaner environment but also provide nutritional, educational and mobility opportunities for poor people.

The most important "peculiarity" of the city though is the ingenuity with which it planned its development. The first urban plan was

“For a city to be a functional organism, its ‘veins’ should be kept healthy and unclogged”

implemented at the beginning of the 1940s, when the architect Agache decided to develop the city by growing a central and a residential (more peripheral) area, and a road system consisting of radial and concentric avenues. When the city's population started to increase at terrific rates, it was decided that a new plan must be adopted. In 1964 the Preliminary Urban Plan was established. It followed such guidelines as the

development of the city along axes, the abandonment of organic growth, the explicit aim to integrate transportation, street and land use in the planning of the linear expansion, increasing density along the axes, and the overall goal of leading to an expansion and adjustment of green areas.

In order to help develop the plan, the IPPUC (Curitiba Institute of Research and Urban Planning) was established. In 1966 the plan was converted into the Curitiba Master Plan, basically with the same guidelines. The basis of the Master Plan was the decision to develop the system along five main corridors, in which the services sector, the transport system and housing density were concentrated. Public transportation was the main priority: its design preceded the development and land use decisions of the planning. The designers of Curitiba understood

Respecting the City: How to Contain Floods While also Providing for the Sheep

In the past most green areas in Curitiba were properties of wealthy families. The city decided to buy these parks and preserve them. Laws were created that forbade the cutting down of trees, except in unavoidable cases — in which case someone must afterwards plant two trees on a given location. With such measures, Curitiba now has more than 30 big city parks. These were built not only for aesthetic reasons and to foster community cohesion, but also because of the severe floodings that plagued the area. In the past Curitiba had only 0.5 m² of green area per inhabitant, and flooding was a big problem, especially in some of the *favelas* situated next to the rivers. While other cities decided to build concrete canals that actually speed up the water, Curitiba depended on parks to contain the flooding. This not only cost five times less, but it provides the many benefits that parks do. And being a city that champions sustainability, Curitiba has chosen to avoid machines to cut the grass and opted for an environmentally-friendly "technique": sheep!



Tanguá Park in Curitiba



from the beginning that for a city to be a functional organism, its “veins” should be kept healthy and unclogged.

Therefore, while other Latin American cities started building highways to provide access to the city centre, Curitiba was doing the opposite: avoiding highways inside the city, creating pedestrian roads, and using the transport system as the best means to guide the growth of the city. One pivotal event for this development was Jaime Lerner’s first term as mayor of Curitiba in 1971.

Jaime Lerner (see page 14) was then a 34-year-old architect who was appointed by the government to the mayoral seat. It was under his term that the five major arteries, which guided the further development of the city, the mass transportation system, the first pedestrian road in Brazil (created in only 48 hours) and the ternary system were planned and created.

The ternary system consists of a structural road, formed by a central exclusive double bus lane and two low speed one-way roads on the side. Two wider one-way rapid lanes are placed approximately one block from the bi-articulated exclusive lanes. The main idea was to concentrate the highest population density next to the main corridors, while decreasing density as the distance from the corridors increased. This way it would be ensured that a good part of the citizens would have access to a bus running on an exclusive lane without the need of a private vehicle.

In 1992 40% of Curitiba’s citizens were living a maximum distance of three blocks from the five main arteries. Moreover, in the structural sectors and next to them, street level and first floor spaces are reserved for services and business activities, reducing the need for transportation. To this extent, all the shops, even in the peripheral

areas, are always next to bus stops.

An integrated transport network was implemented in 1980, during the second of Jaime Lerner’s terms. It consists of a single fare ticket that is transferable between different buses or modes of transport. In this way people who live in peripheral (lower income) areas are indirectly subsidised while taking the public transport system. The revolutionary aspect was the invention of the Bus Rapid Transit (BRT) system, under the third of Lerner’s terms. It is the



creation of a metro network by using buses. This simple idea takes the characteristics of the metro or underground system (exclusive lanes, high capacity, boarding at the floor level, pre-paid boarding) and applies them to buses.

All of these characteristics are implemented to the fullest by the BRT. For instance, the transfer terminals/stations were designed and created as open-air metro stations. Boarding at the floor level was created in the beginning only for the direct line (*ligeirao*) – a special line that runs in the city and stops only at certain points – using special tube-shaped platforms in order to reach the same level as the bus door. Now the tubes are implemented also in the structural

avenues reached by the bi-articulated buses, which can contain 270 people thanks to a mobile platform that joints the bus carriages. Turnstiles located in the extremities of the tubes make it possible to pay the fee in advance, as in a real metro system.

Beyond the *ligeirao* and the bi-articulated buses, there are also *interbairros* buses that run around the city in concentric circles, providing access to different points of the city without the necessity of travelling through the city centre.

There are also feeder buses, smaller than the previous ones, which reach the areas of the city with lower density and connect them to the bi-articulated, direct or *interbairros* buses.

The result of such an expanded system is that 70% of Curitiba’s commuters use public transport instead of private vehicles, drastically reducing the emission of greenhouse gases – although the fleet still runs on fossil fuels and the process of transition to local biofuels is slow. The consumption of oil per capita is one quarter less than in other Brazilian cities. Needless to say that the air is cleaner in Curitiba, and it will be much more once cycling becomes as prevalent as buses.

With a transport system that carries 2.2 million passengers per day – much more than metro systems in other cities – Curitiba is a city of the developing world that could teach some essential lessons to the “developed” North. Especially when one considers that implementing the BRT system in Curitiba cost a hundred times less than a metro system.

Reclaiming the Streets (in Just 48 Hours)

The *rua XV de novembro* was the first pedestrian road in Brazil. Before its transformation, it was one of the most congested streets in Curitiba. This is where Jaime Lerner decided to strike. The pedestrianisation was done as fast as possible, beginning Friday night and ending Monday morning, so as to avoid being stopped by the expected protests. In the beginning everyone was opposed to it, especially car drivers and shop owners in the region. Soon the car drivers were isolated. Actually, very soon. On Monday afternoon shop owners in nearby streets still open to cars pleaded with Jaime Lerner to expand pedestrianisation to their area! The difference (and the economic benefits) took only one afternoon to show, despite the warnings of the “complexity-sellers.” The car drivers decided to fight back and arranged for a “critical mass” of cars to invade the newly-pedestrianised road, only to find school kids in their way who were called by Jaime Lerner to paint on the streets, marking that now the streets belonged to the public – for good.



Bus Rapid Transport Terminal



“Every city in the world can improve in just three years”

Interview with Jaime Lerner

- By Andrea Cinquina

Jaime Lerner played a major role in the creation of Curitiba today. Even though he faced considerable negative reactions in the first of his mayoral terms, the people eventually realised the wisdom of his policies. He was subsequently elected two more times as mayor of the city. He also served two terms as governor of the State of Paraná. Here he talks about his experiences and what it takes to make a city sustainable.

What are the current challenges of cities that wish to make the transition to sustainability?

Today all of us are concerned about climate change, but most people don't really know what they have to do. I'll start by saying what is not enough to do. Deciding on which new material to use or to construct green buildings, is not enough; to have a new source of energy (such as ethanol), is not enough; to reuse and recycle, is not enough. Most of the carbon emissions are due to cities, and most of it is due to cars, so the answer is to deal with cities, and especially deal with transportation. Nowadays there is a disaster in the conception of the cities. Everything must be connected! So, how to make a sustainable city? Use your car less. Separate your garbage. Live closer to your work, or bring your work closer to your home. Aim for multiple use: a downtown area cannot be empty for 16 hours a day or an arena used only ten times a year. That arena could be also a university, a market... there should not be any waste of space. Bring the equation between what you save and what you waste close to zero.

You took some bold decisions during your terms. According to Brazilian law no one is eligible for re-election two times in a row – even though you were appointed on your first term. Did this play any role in the courage of your choices?

I was appointed for my first term, but that's not the key issue. The key issue is *starting*. Starting is already an innovation, and there are no innovations without a start. In the cities, decision makers and planners are taking too much time! Every city in the world can improve in just three years. What is needed is to give people a better alternative. If you do that, the people will choose for their best interest. Sometimes the one who makes the start is an NGO, sometimes it's a decision maker, but what is always needed is a good proposal.

“ ***Tendency is not destiny. You can always change in time, evolve, adapt*** **”**

What was the reaction of the people and the stakeholders to your strong new changes?

In the beginning if I changed one bus stop, there was always a fight between the bus company and us. As far as the people are concerned, you need to show them the scenario! You need to open a discussion with them, to propose valid and better alternatives, let them understand what is going on and how things will be in the end. There is an equation of co-responsibility. Regarding Curitiba, the Bus Rapid Transit (BRT) was planned, but US\$250 million were required for the fleet. The city didn't have that money, so the equation was: every bus company will buy the

same number of buses, and we were going to pay them by km run. So the city asked for loans to build the infrastructure and also helped the private stakeholders to have loans for the fleet. The private stakeholders had to pay back the loans in 12 years. They did it, plus after that they had the ownership of the buses, so they could sell them to other cities. [Curitiba legislation does not allow old buses to run on the system.]

Were there problems while building the infrastructure?

A little bit, also a little amount of money for expropriation. But we always gave to the people alternative routes while working on the corridors, so they didn't experience lack of transportation or traffic congestion problems.

Curitiba continues to attract lots of people. Will this be a problem in the future?

Yes, Curitiba is going to grow, but not at the rates they are talking about. Anyway, tendency is not destiny. You can always change in time, evolve, adapt. When I was governor, one of my aims was not to concentrate everything in one city. And in fact the city dwellers' rate was growing, but as much as the State's countryside was. That's delocalization.

How can Curitiba's experience be used in other cities?

My idea is that Curitiba must not represent a model, but a reference. I'm not saying that this city is perfect, we still have problems, slums, etc., But there's still a high quality in several services such as transportation, health and education. People, citizens, they are like your wife: they always want more! You need always to innovate, give them innovations. Once I was talking to a friend of mine that was working for the Paris metro system, and he asked me if it was true that we hadn't had any expert on transportation in my team. I replied: of course. Otherwise we wouldn't have come up with a feasible solution! The point is this: cities are not as complex as the “complexity-sellers” make them appear to be.

Have you seen any changes in other parts of world following Curitiba's example?

It took 25 years after we started the BRT for the first city to implement our system [Bogotá]. Now 83 cities all over the world are implementing a system that is inspired by Curitiba. The mayor of Seoul visited Curitiba and had several conversations with me. I knew that in time he would restore an old river, replace the highway that was inside the city, implement the BRT... And now he is the president of South Korea.

But why are other cities not implementing it, especially the ones close to Curitiba, such as Sao Paulo, that have the experience of Curitiba so near them?

There are too many “complexity sellers”! There is not enough willingness, there are lobbies... The decision makers don't give real alternatives and they are not fast in taking actions. Everything that's needed to get the job done is missing.

Thank you very much.

Thank you.



member group profile

Cycling, Climate Change and Revolution!

- By Patrick Nicholson

Bicycology is a UK collective of cyclists united by a passion for bicycles, concern for the future of the planet and a DIY/direct action ethos. They aim to promote cycling, raise awareness of wider environmental and political issues, and set out a radical vision of the bicycle as a vehicle for social change.

The group formed in October 2005 when cyclists who had taken part in the London-to-Scotland G8 Bikeride felt the need to continue doing activism together. Bicycology has grown slightly from the original core and now consists of about 20 committed people from all over the UK.

The group is run on a non-hierarchical basis through regular meetings that rotate around the country. They practise consensus decision-making and commit a lot of time to meetings, getting together every one or two months for a weekend — often including some sort of public event. Funded by loans, donations and grants, the majority of work for Bicycology is voluntary.

Bicycology's main focus so far has been their annual cycle roadshow, in which they go from town to town carrying everything by bike, staying in community venues and offering a range of bike-related activities in public spaces. These activities include Dr Bike, bike beautification, a renewable energy trailer with pedal-powered games, a tandem-pulled sound system, tall bikes, load-carrying bikes and street performances. The first roadshow was in 2006, and went from London to Lancaster. In 2007 they tackled South West England, travelling from Aylesbury to Exeter over two weeks. The 2008 roadshow will be an experiment with a different format — a week-long static tour or "tourtoise" in August based in and around Lancaster.

Bicycology also participates in other events and festivals, like the Big Green Gathering, and has supported the Climate Camp for the last two years — providing a bike space and doing outreach into the local communities. They design and print their own publicity and make their own films, as well as building a lot of their equipment and resources, from soundsystems to tall bikes, sharing these practical skills with others.

Bicycology's focus on cycling engages people who might otherwise be unwilling or unable to think about issues like climate change and grassroots democracy. Arriving in towns carrying all their equipment by bike, they are regarded as

Bicycology



Dr Bike at Heathrow Climate Camp

playful and approachable, steering clear of the lycra-clad stereotypes. They aim to present cycling as practical, normal and enjoyable, and hopefully the idea will grow that there are other ways of doing things; that there is another life beyond capitalism and consumerism.

Promoters of local food and veganism, they take seriously the issue of sustainability and the climate impact of fuel used in transport, avoiding entirely the use of motorised private vehicles and designing their activities around cycle-accessibility, with public transport used when necessary.

Bicycology is about providing people with glimpses of alternative futures — futures where the cars are the minority users of the roads; where there are genuine, responsible communities; where concern for the environment and life on Earth is a fundamental assumption. Bicycology uses the bicycle as a vehicle to transport us — literally and metaphorically — to these alternate visions of what's possible. Bicycology itself strives to realise these futures here and now, in microcosm, through all its actions. The reclaiming of space from cars as they ride together, often with music playing, creates a rolling carnival on wheels; a vision of what life could be like without cars. But they're not just about cycling; they're about a whole interconnected set of ideas for

different, better ways of living, working, organising and travelling.

In terms of future directions for Bicycology, they're looking at different takes on the roadshow idea, possibly moving away from focusing on a single big event each year, and trying to improve their activities and equipment to become more nimble and adaptable. They are keen to learn new skills and get more ambitious in what they can make for themselves. They're also thinking about how they can best influence other cycling organisations to pursue more radical agendas and how to involve more people in what they do.

Much of their initial success has been due to the fact that they are a small, intimate group with strong bonds formed through intense collective work. Bicycology is open to new people getting involved, but being part of Bicycology is a major commitment. This year they are specifically aiming to invite new people to sample the Bicycology experience, so if you're interested get in touch. They are also really keen to encourage people to set up their own radical bike groups and start doing locally what they do nationally.

www.bicycology.org.uk

Photo and Artwork by Bicycology



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N°19

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MAGAZINE #26

TRANSFIXED: CARS AND KIDS

Carfree Myths
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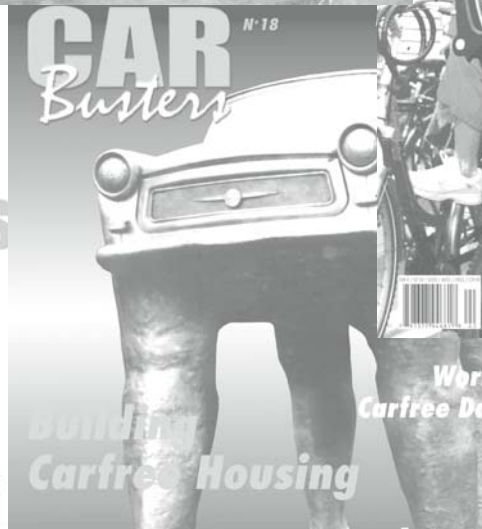
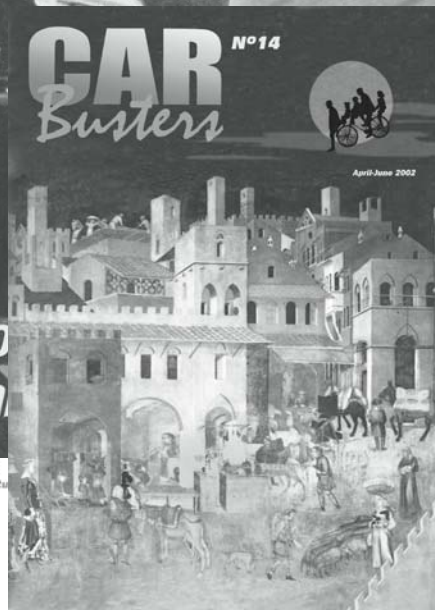
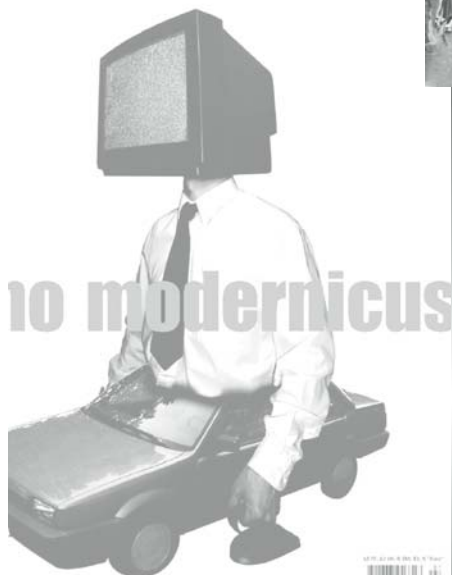
CAR Busters
N° 23

New: Advice Column
Indonesian Pedal Power
Colin Campbell Interview
Carfree Challenge

Post-Petroleum Visions

The Alliance for Pedal Power

Kick





When I was asked to write this short article for the 10th anniversary of *Carbusters*, I happily accepted. Heck, when an independent radical magazine can keep publishing for 10 years, this is something to celebrate. I will do so with memories and fragments of my time as co-editor.

When I first began volunteering, one of the first things I did was to shave the head of magazine co-editor Edward Dee, an English anarchist who worked briefly with *Carbusters*. I had never shaved an anarchist's head before, let alone anyone's head, but it seemed an interesting beginning to what would be three or so years with *Carbusters*. I started volunteering right around the time the Towards Carfree Cities Conference was held in Prague. It was there that the participants decided that *Carbusters* should morph into a network, soon to be known as the much more official sounding World Carfree Network.

Thanks to a private donation to the organisation, I soon became co-editor of *Carbusters*. I co-edited a handful of magazines and always felt that we managed to write about the issues long before the mainstream press got to it, like the car invasion of China or the biofuels hype. I had the fortunate opportunity to work with Tanja Eskola, a Finnish volunteer. We laid out the magazine together. I prepared the articles, and she graphically brought them to life. On an old handcart, we delivered the magazines to the post office, a few streets down from our office. It was always a balancing act, but physically taking the magazines to the post office was a material gratification for all the hours spent in front of the computer laying out text and graphics.

Carbusters was always something of a revolving door of activists, centred around co-founder Randy Ghent, who for a while was living in a circus wagon on the outskirts of the city. I remember a critical mass finishing there. Future magazine co-editor Rob Zverina was in town at the time. We made a small fire

by the circus wagon, a good place to finish a big bicycle ride and drink Slivovice, Czech plum brandy.

Back in the office, we planned street actions over homemade lunches, sharing the table with Czech environmental organisation Nadace Partnerství. These lunches were an integral part of the *Carbusters* atmosphere. If you can't make and share a meal with people, how can you plan a revolution with them?

There were also the conferences in Berlin and Budapest. To Berlin, the contingent from Prague hitchhiked. What better way to make use of the cars on the road (most of them passenger-less anyway)? Both conferences brought young activists together with urban planners, architects and government officials. In Budapest, conference participants created a scale clay model of a pedestrian city. When all was finished, members of Zofi — a local organisation responsible for a Hungarian version of *Carbusters* — and myself, took the model to the edge of the Danube. In a moment abundant with symbolic interpretation, we gave the model to the Danube with a climactic splash. Hopefully the river would take its idea and spread it.

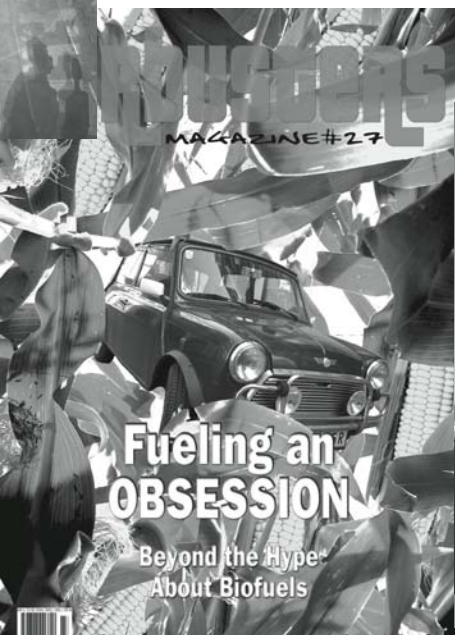
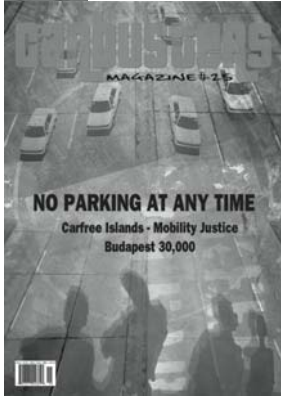
When people asked me where I worked, I often found myself saying *Carbusters*, and not the more amorphous-sounding World Carfree Network. For me, *Carbusters* signified something more concrete and embodied a do-it-yourself ethic that so many of us badly need. It was the one project that made sense, even if it stopped being the centre of attention when the network was born.

Anniversaries are times to reflect on change. Although I am now in Toronto, Canada, pursuing a PhD, the people I met in Prague, Berlin and Budapest inspire my work. Edward, whose head I shaved, once remarked to me after we had watched some experimental films at a squat, that all he wanted was to live in a place that was carfree and vegan. Humble dreams. *Carbusters* forever.

- Steven Logan

Carbusters

carbusters
MAGAZINE #33





The last 10 years have seen some very significant changes in the tone and content of the carfree debate and its many interactions with climate change, peak oil, international relations, war, poverty, health and quality of life. Throughout this period *Carbusters* and the World Carfree Network (WCN) have provided a rock solid, robust and deeply honest viewpoint on these matters. A civilised society in all its manifestations desperately needs a carfree vision and we are fortunate that the WCN and *Carbusters* have provided this.

The last 10 years have been depressing and exciting in equal measure. We should all be deeply ashamed that approximately 10 million of our citizens have been killed globally as a result of riding in or being hit by a tonne of metal. Deaths and injury on the world's roads are at epidemic proportions and hit poor people, those who walk and cycle and those who cannot run very fast disproportionately hard. It is time to put an end to this massacre.

The last 10 years have brought us more ring roads around Beijing; billions of dollars spent on useless roads rather than on creating high quality, safe, peaceful living environments. They have also brought us hypocrisy, duplicity and digression amongst the political elite. Every day we hear protestations about climate change and the need to solve these great problems and then see politicians celebrating more airports, more roads, more cars and turning a blind eye to death on the roads, obesity and respiratory disease. We have institutionalised war as a means of getting hold of oil and are now collectively responsible for killing hundreds of thousands of innocent civilians in Iraq in a process driven by the need to secure oil reserves.

But in the last 10 years we have also seen millions of citizens enjoying the enormous pleasures of walking, cycling and living high quality lives in enclaves around the world where politicians have put people first and cars much lower down the list. We have seen the London and Stockholm congestion charges introduced, people-centred transport planning in Bogotá, and a serious shift of people to cycling and public transport in many cities around the world. We now know far more certainly than we did 10 years ago that we have to go carfree, we have to abandon our fossil fuel obsession and we have to convert streets into joyful living spaces and not rat runs for aggressive lumps of metal.

The Last 10 Years...

By John Whitelegg

And the Next...

Everyone knows that transport is a mess. The UK has some of the worst public transport in Europe, the highest fares, the worst congestion, the highest car dependency, rising greenhouse gases from transport and a decline in walking and cycling. We claim to be one of the best in the world in road safety but we have one of the worst records in Europe for child pedestrian death and injury. A child in a so-called "lower socio-economic group" has a 3-5 times greater chance of being killed or seriously injured in a road crash than a child from a wealthier background. We have more than 150 air quality management areas in our cities where air quality is bad enough to damage health and we are very reluctant indeed to tackle the bulk of this poor air quality and its source (the exhaust pipes of 26 million cars and hundreds and thousands of dirty buses and taxis).

We have had over 30 years of transport policy documents and transport policy ideas but the only practical thing that anyone has done to make things better is the London congestion charge and its 30% reduction in congestion, 80% increase in bike use and 16% decrease in carbon emissions. Outside of London most politicians are very reluctant indeed to get to grips with the inevitability of gridlock and disease associated with the use of the car for short journeys and for taking children to school.

The tragedy of all this is that we could transform our urban and rural landscape and install a wonderful, world best transport system to produce an absolute decline in car use and a trebling (or better) of walking and cycling. The list of things that need to be done is not that long and is easy to implement and finance. The only thing lacking is intelligence and the guts to get on with the job. So what needs to happen?

We Need:

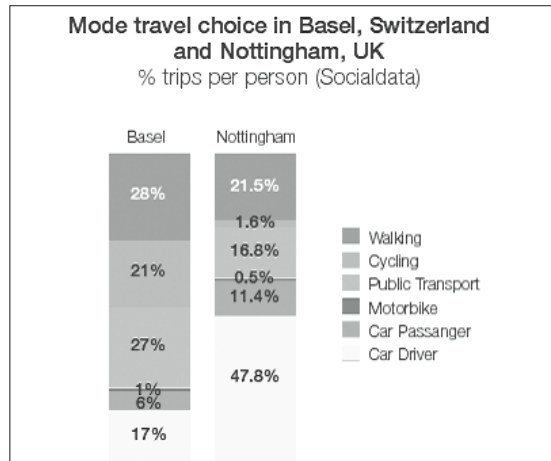
- A rural public transport system that is as good as rural Switzerland's with frequent bus and rail services, unified ticketing (only one ticket is required for any number of buses and trains) and high standards of reliability, cleanliness and security.
- A system-wide 20 mph speed limit in all urban areas to improve conditions for pedestrians and cyclists and stop the tragic loss of life in car crashes. The science is very clear and speeds should be set at 20 mph.

What are your chances of surviving a collision if you are struck by a car while walking or cycling?			
Vehicle Speed	% chances of Surviving	% of vehicles exceeding that speed in built-up areas	
		Cars	Heavy Goods Vehicles
20 mph (app. 32km/h)	95	95	91
30 mph (app. 48km/h)	45	72	55
40 mph (app. 65km/h)	5	12	5

Source: Parliamentary Advisory Council on Transport Safety (1996) Taking Action on Speeding

- To bring an end to rat-running in all urban areas so that residential streets can be enjoyed by old and young alike. This can be achieved very quickly through rising bollards i.e. bollards that remain in the up position for most of the time but lower when residents use their access swipe card to get into or out of their street. This would transform the lives of millions and produce peace, neighbourliness and an end to health damaging pollution outside our homes.
- At least 500 km of segregated cycle routes in every city connecting all residential areas with all schools, GP surgeries, hospitals, employment sites etc. We take space away from the car to do this.

- An urban public transport system as good as Basel's and Zurich's in Switzerland. We should task all our urban areas to achieve the Basel solution: In Basel only 23% of trips are by car and 49% are by bike or on foot. This is the desirable objective of transport policies.



- Wider pedestrian pavements with no car parking allowed on them.
- Traffic lights that include an all-red phase (every light on red for vehicles) so that cyclists and pedestrians can cross diagonally or in any way they wish whilst all traffic is stationary.
- A train system as good as the Berlin system which can take thousands of bicycles on the trains for recreational and leisure pursuits.
- A black box in every vehicle – just like the aircraft version – so that in any crash we can establish the speed and direction of the vehicle and then deal with criminality in an appropriate manner.
- All licence and insurance payments from cars collected at the petrol pump through an addition to the cost of fuel so that there can be no evasion from paying these dues.
- A strict duty imposed on police forces to police speed limits and other car crimes that threaten public safety. If the police cannot handle speed enforcement it should be dealt with through another organisational entity and funded through fines.
- A target of no school age pupils travelling to school by car – except in the case of specific disabilities. This will ease congestion and help solve the obesity crisis.
- A policy of encouraging local facilities in all communities (e.g. local post offices, dentists, GP surgeries, shops), and national policies should deliver service density that is sufficient to reduce the need for a car in urban areas.

So, What Next?

We need strong visionary policies and should start with the Swedish Vision Zero road safety policy that commits Sweden to achieving zero deaths and zero serious injuries in the road traffic environment. We also need the Swedish "oil-free by 2020" policy to eliminate our oil dependency. We need to re-engineer streets so that they are quiet, pleasant, peaceful, child-friendly and socially nurturing places, rather than traffic sewers.

We are now living out the dying days of a fossil fuel rich world. Climate change problems and peak oil problems are combining to present us with some of the severest challenges ever faced by our species. We can chart a course towards a safe, healthy, low carbon society and low carbon transport system but the problem is our politicians. They lack courage and they lack vision. The answer is to change the politicians.



The Big Lemon

- By SF

"I'd decided the buses should be yellow, so they stand out," recalls Tom Druitt — founder of the Brighton based Big Lemon Community Interest Company, "and as I walked past a grocer I noticed a big box of lemons. I thought, 'That's a great colour for a bus,' and I decided to call the business The Big Lemon."

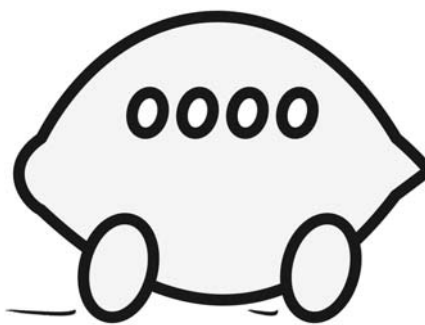
I meet Tom aboard one of these bright yellow buses as it travels along its new regular route between Falmer Station and Churchill Square in central Brighton, UK. "Tail-pipe emissions are cleaner than diesel but not massively so," says Tom. "The main benefit is that the fuel is a waste product and the carbon emitted during driving is no more than what was taken in by the plant during photosynthesis. The refining process is fairly carbon-intensive but nothing compared to the surveying, drilling and refining of oil." We are discussing the environmental benefits of the Big Lemon bus company — where all the buses run on 100% used cooking oil, the majority sourced from eateries in Brighton by Brighton based recycling Co-operative Magpie. The Big Lemon buses use around 50% of the oil collected by Magpie, thousands of litres that

would otherwise be dumped on landfill sites or down the drain.

Founded in January 2007 to provide a faster, friendlier bus service that would persuade people to leave their cars at home and reduce their impact on the environment, the Big Lemon's first service was launched in September 2007 between Brighton Station and Falmer Station. Teething problems: an ambitious first service, congestion, lack of customers and staffing trouble stretched the company's resources and it became clear that a revised, leaner service was necessary, so in December the service was suspended. It re-started in January but due to registration difficulties with the Traffic Commissioner the service was again suspended until February. The new revised service that we travel on now was launched on February 28, 2008.

The new service's single route runs between central Brighton and the University, and hopefully provides a solid base from which to expand. The buses currently serve around 200-300 people a day, and Tom hopes this will increase, allowing him to expand the network first across Brighton and eventually Sussex. He sees The Big Lemon as a model for public transport in a post-peak oil world, reliant only on local sources of fuel, and ploughing profits back into the service for the benefit of the local community.

Tom stresses that one of the most important aspects of the company is that it is fun and benefits the community as well as the environment. The Big Lemon is a Community Interest Company (CIC) and all profits have to be reinvested locally or into the service. Around 10% of the profits are returned directly to the passengers themselves through *The Lemonheads* — The Big Lemon "Fan Club" — who organise parties and events for fellow customers. Tom mentions that the CIC is a limited company with extra conditions: assets belong to the company and not the shareholders, "so I can't sell up and fly to the Bahamas." The Big Lemon also boasts a Facebook group with over 500 members and a



Myspace page; one of the first bus companies in history to have either.

Is this is an aspect of public transport that we often overlook? We rarely ask that public transport be "fun." We are happy — especially in the UK — if it simply runs on time. As I sit on the bus through its journey I notice that all the passengers smile, Tom himself spends the majority of the journey chatting and waving to



Photo by SF

customers, pedestrians and other bus drivers. One passenger enquires how the new service is going, while a second hires the bus to take a group of friends to a festival, reassured by Tom that yes, it has a sound-system. A third passenger asks Tom if he can ensure arrival in central Brighton in time for their work and he happily obliges (within the speed limit and the published schedule). This is what makes The Big Lemon so unique: the company's philosophy encompasses the revitalisation of the community, the localisation of business and energy sources and the reduction of our environmental impact, while remaining fun and attractive for the customer. "Big Lemon equals Good Times," proclaims Tom, before I alight in Churchill Square.

For more information or to get involved with *The Lemonheads* contact:
<tom@thebiglemon.com> or visit the website
<www.thebiglemon.com> 



Photo by SF

Tom Druitt



Masdar

Carfree City of the Future

- By Dermot Hikisch

Construction is underway on a project that aims to be the world's first sustainable city. Residents and visitors will enjoy the highest quality of life in a carfree environment. Masdar, Arabic for "source," is being built in the desert on the edge of Abu Dhabi.

Abu Dhabi is a medium-sized city of just under one million people and is the capital of the United Arab Emirates. The city has witnessed great growth over the past 60 years, largely due to their vast reserves of crude oil. The city has rapidly developed from a small sandy fishing village of goats, camels, grass and mud huts to a modern, palm infused metropolis.

Increased oil demand has brought the citizens of Abu Dhabi the highest per capita income and lowest crime rate in the world, and a growth rate surpassed only by China and India. Sadly, the region has been growing without any planning or policy towards sustainability. Abu Dhabi was quick to adopt a road infrastructure inspired by the urban sprawl of southern California, without an apparent understanding of the potential negative impacts. Mass transit is hard to find and often non-existent. Combined with high income and rapid population growth, this has caused massive inner-city congestion. Summer temperatures of over 50°C do very little to entice people out of their air-conditioned automobiles and the large towers downtown are built on sandy ground, preventing underground parking construction. With free parking throughout the city, cars are piled up in every available open space.

In addition, population is expected to quadruple to 4 million by 2030. Quadrupling the auto traffic on a system already past capacity will only result in one thing: certain failure. The city has slightly more than 20 years to implement a reasonable strategy to accommodate everyone. Aware of this fast approaching deadline, the government has begun to take serious action on their future transport challenges.

The urban plan for Abu Dhabi includes urban density initiatives, a new cultural district and increased public transportation

infrastructure. Masdar is the showcase project — an acknowledgement that a new energy and transportation model must be developed in order to reduce the environmental impact of our existing lifestyles. In the next 10 years, the country will invest over US\$15 billion into the Masdar Initiative.

Masdar will be the first carbon neutral modern city, producing zero waste, powered by renewable energy and completely carfree. It will combine current sustainable urban design with a progressive urban philosophy that embraces and enables future technological development. As innovative technologies develop during the city's construction, the flexible design platform will allow their inclusion into the project. Foster and Partners — the leading design team for the project — hopes it will be an inspiration for the future of global urban development.

The city will be carfree, with all polluting transport left at the boundaries. The design calls for large car parks to be placed around the city edge — no road will lead into it. Between the parking facilities and the city there will be gardens, parkland, and recreation areas,



alongside fields of solar panels that will provide power for the city. A high-speed rail system leading from downtown Abu Dhabi will snake through the city with multiple stops. This will provide the 40,000 residents and 50,000 working commuters an alternative to driving their own vehicle.

Within the boundaries, residents and visitors will be moved around the area by Personal Rapid Transport vehicles (PRT). These PRTs will be powered by photovoltaic systems, with stations distributed throughout the city. This allows for a maximum walking distance of 100 metres to any building within city limits. The PRT network is to be located beneath the pedestrian level of the city, effectively removing any conflict between pedestrians and transport. All distribution of goods, infrastructure and waste collection will be accommodated in the sub-pedestrian level.

While bicycles may never catch on in traditional Arab regions, pedestrianism and sustainable living habits can. Pedestrians will be given full priority in the city design. Without vehicles present, people will be able to move as they please, and to protect people from the heat of summer the streets will be narrow and walkways shaded. The microchip-like network of mixed-use residential, academic and commercial districts allows for residents' needs to be met within a short walk of their home. Additionally, city green spaces will be placed within 200 metres of any residence, for easy escape from the confines of city living.

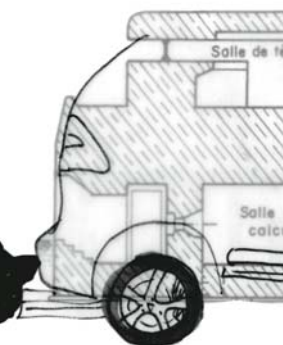
When given a chance to create an ideal living environment for people with consideration for ecological and social sustainability, the automobile quickly finds its place almost forgotten, at the far edges of the city limits. Is this a city of the future?

Masdar is scheduled for completion by 2018.



Crashing the Arts...

Martin Kaltwasser and Folke Köbberling — two artists from Berlin — have been collaborating since 1998. Their three latest works have concentrated on the car and its negative effects on both the ecological and social environment. “Kill your car before it kills you!” challenges the effects of daily traffic on the environment by pointing 200 sticks — each containing a separate argument against cars — towards an inner-city four-lane street where 150,000 cars pass by each day. “Crushed Cayenne” is a cynical answer to the hedonistic consumer lifestyle of the 21st century. Built out of recycled material, the “Crushed Cayenne” is a replica of a crashed SUV. Their latest work “Simultanhalle” recreates a Second World War bunker in the shape of an SUV. Marcel René Marburger describes their work. - SF



According to Martin Buber, man finds his inner self only through acknowledgment by someone else — and with this he finds a humane existence, a reason for being.

“I” is that which someone else calls you and with that, dialogue — the mutual opening of one person to another — attains an existential relevance or meaning.

In such a society, it is not the single person as an individual that is critical, but rather the connections of communication in the “knot within the interpersonal net,” as cultural philosopher Vilém Flusser called it.

However, such a society is by no means reality, it is still utopia — perhaps more utopian than ever. In our time, the individual values his or her uniqueness through their career and their status symbols. Generally the survival of the fittest applies; respect and modesty are not fashionable anymore.

A visible expression of this attitude — despite the CO₂ debate — is the so-called sport utility vehicle (SUV), the cross-country jeeps modified for the road. Advertised with terms such as freedom, borderlessness and individuality, they appear out of place in the urban environment, somewhat displaced and unfit for their requirements. Originally developed in the military field, the SUV shows narrowness and isolation rather than boundlessness, unless it's about crossing the borders of others from its own secure isolated position.

So how will it be possible to open up such a capsule for dialogue?

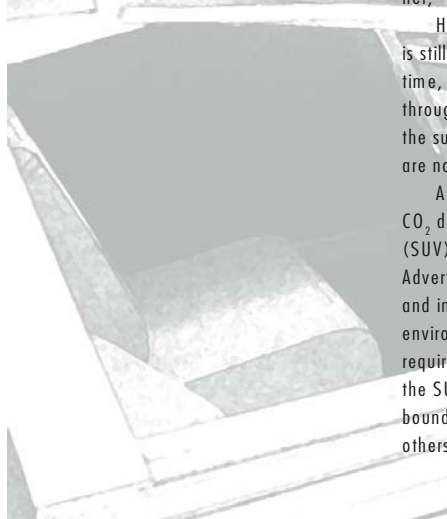
This year, artist duo Folke Köbberling and Martin Kaltwasser presented a walk-in sculpture (or rather sit-in) at the Club Transmediale during the Transmediale Festival Berlin — with found wood they constructed the form of two SUV's in a head-on collision.

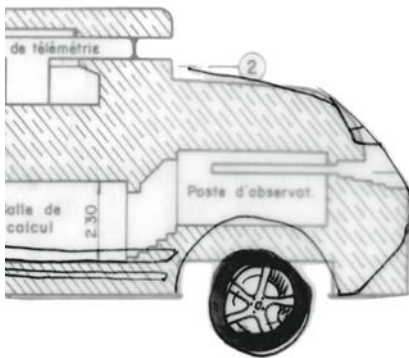
With the two burst bonnets placed up against each other, the respective occupants slip towards each other and are thus almost forced into dialogue.

With their work in Simultanhalle the two Berliners dedicate themselves to older isolation mechanisms: the bunkers of the Second World War. Once celebrated propagandistically as Atlantic protection barriers, they impressively show the gap between designation and reality already existent 70 years ago.

Even then the bunkers served less as protection, than that of keeping in power an alleged 1000-year Reich.

The people to whom the bunkers and the tank-like SUVs are directed are surely not those whom one would like to step into dialogue in the Buberian sense. The “Egojackets” are more about controlling other people and demonstrating one's own superiority.





www.folkekoebberling.de
www.superbuero.de
www.simultanhalle.de

Text by Marcel René Marburger
Images by the Artists



"Biofuel – Crazy Idea"

Interview with Livebroadcast

- By SF

The Jamaican reggae artist Livebroadcast was outraged at the dramatic rise in the price of staple foods in his country – a result of national biofuel production and increased international demand. His latest release, The Biofuel Song, calls into question the motives and benefits of biofuel production.

Biofuel – crazy idea?

Yeah, anyone who thinks of using food to produce fuel for motor vehicles is crazy. Secondly, over-planting and reaping from the soil for biofuel production contributes to deforestation, which is bad for humanity. We must promote healthy and affordable lifestyles, not the opposite.

What's the driving force behind biofuels?

Money, ignorance and a search for alternate fuel other than traditional oil... Big business dealers see biofuel as a way to make money and big profits. The ignorant thinks that it's a quick solution from total dependence on oil... Money and greed, though, is the number one reason why many are jumping on the bandwagon.

Who is responsible for this in Jamaica?

The Jamaica Broilers Group of companies is producing biofuel, which it ships to the US for sale. Its biofuel production facility was set up for profitable reasons and to fill the biofuel need of America. Ironically, for years this company produced a so-called brand of "Best dressed chicken" for Jamaican consumers until it saw the need recently to jump on the biofuel bandwagon for profits. At the same time it is pushing up the price for its chicken meat periodically, claiming that the increased cost for poultry feed/corn in the US is the reason for such. The state-owned oil refinery Petrojam will also be joining Jamaica Broilers as biofuel producers, based on some business deal it signed with a foreign company recently.

What do you hope your song will achieve?

Global attention about the dangers of biofuel as an alternate source of fuel, and condemnation of biofuel. Also, an end to the rapid and dramatic rise in the cost of basic foods brought on us by biofuel production from corn, wheat and you name it, too much to mention. When people start singing and requesting the song airplay on the radio – that will give biofuel a big kick in the ass.

What can we do?

Protest and protest. Request your radio station to play the song repeatedly and buy the song online... I will be using the online sales to publish full-page advertisements in my local newspapers on the danger of biofuel because my people are lacking knowledge about the real cause of the rapid rise in [the cost of] basic food stuffs.

Why do you make music?

I make music to air social subjects and to entertain people. There is nothing better than helping humanity, and music is a good vehicle to do so. Since I have that ability, that is what I am focused on. Sharing good vibes and enjoying life.

Can music change the world?

Yes. Look what Bob Marley's music did for the world. It opens their mind to the need to have universal love, for example his "One Love" song. His social commentary educates people, and reggae music, more than any other kind of music, was the weapon that brought down apartheid in South Africa... There is no doubt that music and reggae has an influence that can change the world, yeah people.

Any message for our readers?

I represent the kind of music that Bob Marley and Peter Tosh did... Reggae music lost its flavour for nearly 30 years, with a lot of rubbish music, after the passing of the great ones. I make no apology for that! I am working to solve that problem and with musicians that are just as good, in some respect, when compared to Marley and Tosh's band-members. My next release "Earth is better" will demonstrate to any doubtful Thomas all of what I have just said... If you think that Junior Marvin was good, and he was, wait and listen to others with that kind of ability on my songs. You are going to scream. Respect.

For more information and to listen to the song visit www.biofuelsong.com

STUDIES & REPORTS

"Reduce Transport Demand," says European Environment Agency

A bleak image of European transport policy emerges from the European Environment Agency's March report on transportation in relation to climate change. Increases in freight and passenger transport are growing even faster than the economy — so much for decoupling. The report underlines that "achieving ambitious targets in line with the 'Bali roadmap' would require that transport volume growth is limited between +4% and -2% over the period 2010–2020, compared to a growth of 15% in a business-as-usual scenario." The only answer, according to the authors, is a substantial decrease in demand. The road is long and, unfortunately, still a highway.

- reports.eea.europa.eu

"No Way," say the Car Manufacturers

The European Automobile Manufacturers Association proudly presented in their latest report how the European economy was boosted due to

increased car production. According to the 2007 statistics, automobile production increased by 5.3%, with passenger cars constituting 87% of this. Bus production meanwhile declined by 24%. Demand for private cars remained high, especially in Eastern Europe — it is noteworthy that 4x4s increased by 22% in relation to 2006. Market forecasts show a continued increase in demand in the new EU Member-States but a slow decrease in Western Europe. The self-proclaimed "key to the strength and competitiveness of Europe" (i.e. the automotive industry) can be proud: it kept on polluting and attributing to loss of life in Europe for yet another year.

- www.acea.be

Retrospective on Transportation Changes in the US

The US Bureau of Transportation Statistics released an online version of its latest relevant pocket guide in March. Its purpose is to act as "a quick reference on the changes in the US transportation system since 1970 and how they have affected the nation's economy, safety, energy use, and the environment." An interesting

insight is that 43% of all unintentional injuries involve transportation — and that 95% of all transportation fatalities come from motor vehicle crashes. Hardly a surprise when only 8.8% of American households own no car.

- www.bts.gov

Crashes and Congestion Harm our Societies

Traffic crashes and congestion are after our money. A report commissioned by the American Automobile Association showed that crashes and congestion cost US\$164.2 billion and US\$67.6 billion respectively to the inhabitants of 85 urban areas studied. These amounts are even more staggering when one thinks that they exclude damages to the economy and the environment. The toll in human life was equally grim: five people every hour died in the US during 2006 in car-related crashes. It is hypocritical that after such figures the report recommends only things like "increased political will" for "more safety" etc. (ignoring totally the "less costly" congestion) and not the obvious: reduce private vehicle usage. But, after all, this is the AAA.

- www.aaanewsroom.net

WORLD NEWS

Protests Against Biofuels Gain Momentum

Evo Morales of Bolivia and Alan Garcia of Peru added their voices to those of other world leaders who called the international community to rein in upon the biofuel-hype that threatens to plunge 100 million people into what the World Food Programme termed a "silent tsunami." The Latin American presidents warned that the strain induced in staple food demand by increasing use of biofuels — and the subsequent price increases — will hit millions of impoverished people and lead to widespread famine. Meanwhile the first related riots have

already erupted in Egypt and Haiti, where food shortages led thousands of people to take to the streets. This growing momentum and the official WFP warning created



Evo Morales

cracks in the uniform European policy concerning biofuels and it remains to be seen whether the established targets of increasing tenfold their consumption by 2020 (reaching 10% of all fuel consumption) will persist. In late April the price of wheat had risen by 130% in just one year, while rice had shot up by 74%. At the same time, almost one third of maize production in the US ends up in cars' petrol tanks.

New York Shelves Congestion Charge

The state assembly in Albany, capital of the State of New York, decided in early April to discard Michael Bloomberg's plan for a US\$8 congestion charge (US\$21 for trucks) in the streets of Manhattan. Proponents had hailed the plan as a decisive step in the fight against climate change, since New York would be the first major US city to establish such a scheme. Its opponents (mostly business organisations) had decried it as a new tax that would hit the city's poor. The lobbying organisation Keep NYC Congestion Tax Free declared after the vote: "It is now time to consider real traffic mitigation

alternatives that all New Yorkers can agree with." The mayor of New York responded by calling the Albany lawmakers "cowards" who "refuse to stand up and vote with their conscience on an issue that has been debated, and amended significantly to resolve many outstanding issues, for more than a year."

Ireland's Lawmakers Think Otherwise

Dublin may be one of the next European capitals to establish a congestion charge. Green Party leader and Minister for Environment, Heritage and Local Government, John Gormley, proposed that the mayor of Dublin should become head of the Dublin Transport Authority and initiate the necessary steps that would lead to a London-like congestion charge scheme. The process is bound to be long-term though, since it would also demand that the mayor be elected directly by the people (currently he/she is elected by city councillors). Moreover, Dublin would have to provide much more public transportation than the current two tram lines, that make the city scarce of viable alternatives.



Want to cut your car use?

Dear Anna

I travel less by deliberately linking trips and choosing local facilities. For most journeys I can walk, cycle or bus it. But due to work, I will soon be doing regular journeys by car up to twice a week. I haven't yet bought one and want to share car ownership to limit costs. Please explain how.

Yours

Potential Car Co-owner

Dear Potential Car Co-owner

Car costs are huge — 18% of disposable incomes in the UK. Few people think about the true cost of running a car which once you include the finance cost, depreciation, tax, MOT, fuel, servicing, repairs, and parking add up to an average of over £100 a week (RAC and AA figures). See <www.carplus.org.uk> — *Add Up Your Car Costs* worksheet to add up your own based on what you think you might spend. Savings from shared car ownership are well worth the effort — up to £3,000.

Many ways of using a car without owning one exist. What suits best depends on your pattern of journeys, where you live and who you team up with. Options include:

1. Lift share — see my last column. This works for specific trips, like commuting or school runs. Try it first as it's the cheapest, greenest way.
2. Taxis give great value for shorter distances (about 20 miles is the threshold compared to a day car hire) or if you'd rather be driven (e.g. if you don't know the way or are planning to drink).
3. Company Pool Car. Could you borrow a car from your employer? Usually fine if journeys are for business and sometimes private use is allowed.
4. Car Clubs are car pools for hire by the hour, by members. Sometimes there is a membership fee. Others run solely on usage fees by time/mileage. Simply register and pay a deposit towards the insurance excess and electronic key. Use the booking system to get the

kind of car you want, when you want it. Carplus has a database of UK car clubs — <www.carplus.org.uk>. Clubs work well if there is a parking bay near you. Brighton and Hove Council have recognised that car clubs are cheaper than running company car pools.

If driving less than 6,000 miles a year, joining a car club will save around £1,000 — £1,500 a year, and much more for a second car (Carplus figures).

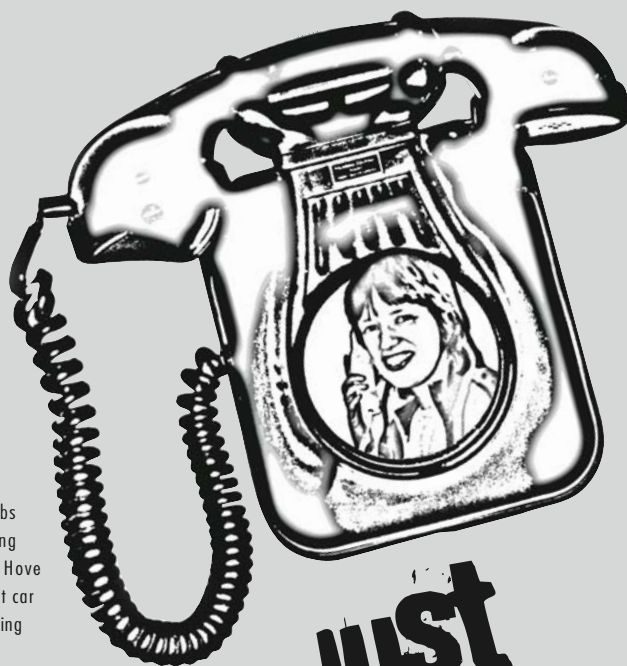
5. Car Hire. An ordinary hire scenario is by the day or week. Decide what insurance claims risk you will accept, which affects the price charged. A credit card swipe is taken.

6. Car Ownership Sharing often happens informally between family members and also, in a more structured way, between friends and neighbours. It's best if you team up with people who can be flexible about when they require it, or with a different pattern of days or times of car use to you, e.g. one has priority week daytimes and the other at evenings and weekends. Use car hire as a back up.

Decide:

- How many people to team up with.
- What car to buy. Second hand and the smallest that will fit the purpose will cut costs.
- Who is responsible for servicing, maintenance and renewal of insurance.
- How costs will be paid — e.g. split fixed costs (initial purchase price or hire purchase payments, insurance and motoring test fee) by time and running costs by mileage.
- How it will be booked (diary, wall chart, stickers, internet diary) and where it will be parked.
- A system for recording use (e.g. a logbook). Sharers usually pay for their own fuel so agree to fill the tank before swapping over or note fuel costs and miles driven.
- How to deal with tax issues.
- How the sharing agreement will end if someone decides to leave.

Carplus publishes the Car Club Kit and Streets



Just call Anna

Alive has website information on car ownership sharing at <www.streetsalive.net>.

Not having a car instantly available is one of the best ways to limit car use. Research has found that travel behaviour changes once the link between car use and car ownership is broken.

Former UK car owners increased their use of non-car transport modes by 40% after joining a car club. Two-thirds of those who owned a car before joining saw their mileage fall by an average of around 25%. (*Environmental Change Institute, University of Oxford 'UK car clubs: an effective way of cutting vehicle usage and emissions?' Matthew Ledbury, 2004*)

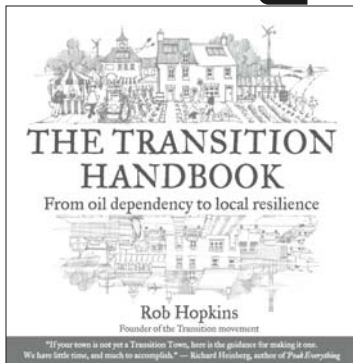
University of Berkeley research showed car club users in San Francisco reduced overall car travel by 47% in favour of public transport, walking and cycling. The MOSES report 2005 showed car mileage reductions of 28% (Belgium) and 45% (Bremen).

Good luck with car ownership sharing solutions. Enjoy the savings.

Anna Semlyen <www.cuttingyourcaruse.co.uk>. Author of *Cutting Your Car Use*. Sales at over 100,000. If you are interested in researching a version for your country (except North America) please contact <john@greenbooks.co.uk>

book club

Carbusters recommends these books and films for group discussion.



The Transition Handbook

By Rob Hopkins
Green Books, 2008, 239pp,
ISBN 978-1-900322-18-8

The carfree movement is intimately linked with a larger, less-defined cause: the deglobalisation and relocalisation of our communities. Cycling may free you from the bad karma of oil consumption on transport from A to B, but this is merely one link in the chain of protecting your community from the perils of peak oil and climate change. The UK-based Transition Towns was created with the mission of making communities less oil dependent and more self-sufficient. After beginning with Transition Town Totnes in Devon three years ago, its simple message has spread to city councils and community halls across Britain.

The founder Rob Hopkins has created a handbook that provides a step-by-step guide to founding a Transition Initiative. Transition Towns (peninsulas, city burroughs, or what have you) have a rough definition as a still emerging approach to community-level sustainability, or

"scalable microcosms of hope." Over half of the book gives strong arguments as to why it is inevitable for our economies to return to smaller scales, while the second half details the progress of some of the 50 officially designated Transition Communities in Britain and a 12 step plan on how to make your town the next.

He begins with an exhaustive two-chapter review of what gives his cause such immediacy: peak oil. According to the book, production of oil from conventional oil-wells, in spite of increasing demand, peaked in May 2005 at 74.2 million barrels a day and has hovered slightly below this figure since. While the oil industry quietly admits that peak oil is likely within 10 years, it may already be here. This explains all the buzz about biofuels and tar sand fields, though both are ecological disasters. He likens tar sands to "arriving at the pub to find that all the beer is off, but so desperate are you for a drink you design a process whereby you boil up the carpet in order to extract the beer again." Meanwhile, Exxon is liquidating about US\$30 billion of its shares a year and Chevron are at a pace to liquidate all their shares by 2030, indicating that they have nowhere to invest their money.

For us this means an "energy descent", or a reduction in the availability of energy as oil begins its parabolic decline from peak production. Here is where the Transition Initiatives step in. Over two chapters Hopkins paints a glowing vision of Britain in 2030. In one of multiple mock articles David Beckham happily retires in his cob house where he passes the time in his vegetable patch and learns how to hot-compost. In another, an Oxford based company converts tanks of urine from pub urinals into nitrogen fertiliser.

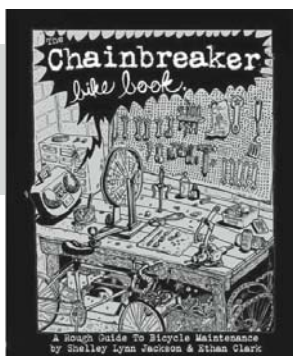
With regards to transport, "private

ownership of a car is seen as positively antisocial." The dream of juggling a home in a rural area while enjoying the urban lifestyle fades, as does the short-haul flight abroad due to taxes imposed on aviation. People in 2030 prefer to get to know their local bio-region more intimately. Streets will be given a new character as parking spaces are given over to gardens and community projects.

While the book is insightful in demonstrating why we must change, it is rather vague in the process of how. The transition model is highly focused on inducing community involvement, with an emphasis on the psychological aspects of turning people around, and permaculture. The model is very flexible — it has been adapted to both the Penwith peninsula in Cornwall and Brixton in London, for instance — leaving the reader wishing for something more concrete. But he does go into detail of programmes in Transition Town Totnes such as the introduction of a local currency, an annual seed swap, a local food directory, a myriad of workshops and the Oil Vulnerability Audit.

This handbook is a welcome antidote to the countless recent publications forecasting ecological doom with little space for solutions. This approach to tackling peak oil by actively involving the local citizens may be what it takes to stop national governments from perpetually dragging their feet. However, for such a new movement with most projects in planning stage, his claim that this is "the biggest and most important research project underway anywhere in the world" is unconvincing. Regardless, this is a valuable blueprint to return the energy, agricultural and social resources back where they belong: the hands of the locals.

-CC



Chainbreaker Book: A Rough Guide to Bicycle Maintenance

By Shelley Lynn Jackon & Ethan Clarke
AK Press, 2007, 256pp, ISBN 978-0977-055-739

four issues of the DIY bicycle zine called *Chainbreakers* which abruptly halted print after Hurricane Katrina.

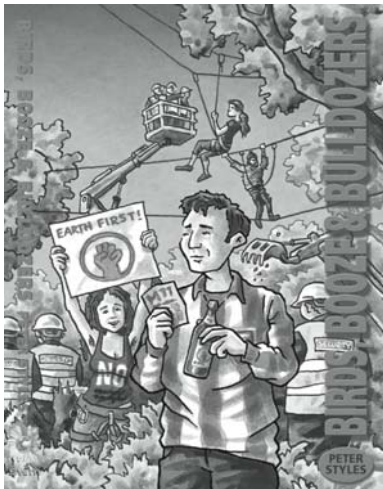
Chainbreakers is written in a punk style that might turn off some non-American readers unfamiliar with such lingo as "whack-happy," but others will appreciate their effort to avoid over-technical language. Covering brakes, shifters, bearing systems and every bicycle part in between, it is thorough enough to prepare someone for a new bicycle mechanic position but straightforward enough for the rest of us. The writers also created the drawings and

painstakingly arrowed in the names of parts from "cable anchor nut" to the "rubber thingy", so as not to get lost in the accompanying text.

The bicycle zine section is less inspiring. The contributors' love for the bicycle seeps out from the pages — with tales of enduring on two-wheels in the face of autocratic America — but their lack of editing is at times downright grating. Nonetheless, it does offer an insider's glance into America's cycling culture from sexism in the bicycle shop to overcoming a fear of cycling after an accident.

-CC

A bicycle may be beautifully simple in design but truing a wheel or fixing the front derailleur is no cycle in the park. To help us out, two experienced New Orleans bicycle mechanics have written an illustrated bicycle-repair manual in as simple language as possible. The second half reprints



Birds, Booze and Bulldozers

By Peter Styles

Ireland: Small World Publishing, 2007, 286pp,
ISBN 978-0-9554634-5-7

A first novel from the new author Peter Styles, *Birds, Booze and Bulldozers* tells the story of a band of eco-warriors protesting on a variety of issues during the 90s, through the eyes of the anti-hero Lester Stype. Styles himself was a full-time environmental activist for much of the 90s and was jailed for his part in the Newbury bypass protest. The book stems from a desire to record the amazing stories from those years and to help stimulate the growth of "envirotainment." He answers a few questions on the book and his experiences as an activist.



How much of your latest book is autobiographical?

Birds, Booze and Bulldozers is essentially a "faction", approximately 50% "real" and 50% imagined — I'd like to think that only those who were involved can tell which half actually happened. I wanted it to be a "fish out of water" account as it helps the non-activist reader to have empathy for what Lester experiences, but it does of course reflect a lot of what I thought and felt at the time.

You took part in the Newbury bypass protest, any standout memories from that time?

I think the mid-90s was a very special period. Although there never seemed to be enough bodies on the ground we were blessed with lots of full-time activists compared to today. It managed to capture the headlines and public imagination long before the "Cult of Swampy" occurred. There were so many great moments, times when you really thought you were making a difference.

The protests at Newbury were the pinnacle in terms of scale and media interest — it was the last battle we lost in order to "win" the war. My overwhelming memories are lack of sleep, mud, tears and laughter. Being at Kennet Camp the night before the eviction, knowing I was going to be one of the last people to see such a beautiful place, was quite spooky and reinforced my belief we were doing the right thing.

Do you feel you achieved something then?

If you look at the effect of direct action on issues such as the roads programme, rainforest timber and third world debt, I think a persuasive argument can be made that we did make a difference. It also

caused a ripple effect through to the heightened environmental awareness of today.

The book reveals an interesting variety of people involved with direct action in the 90s, not the stereotypical eco-warriors. Was this the case?

There was a genuine diversity in the people involved; the press invented the stereotype of the "eco warrior" in order to categorise us for the hard-of-thinking. One thing about people, which is both wonderful and sometimes frustrating, is that everyone — even with globalisation and social pressure to conform — is different. Jeremy Clarkson [TV-host of Top Gear] may be a planet trashing arse but at least he's a distinct individual and the same could be said of most activists.

You described yourself as a full-time environmental activist in the 90s. Are you still active today?

I haven't been arrested for 12 years now and at the grand old age of 36 couldn't see myself climbing up a crane unless there was a very good reason. However, a hatred for the car and the culture and economics that surround it still burns inside me. There are many ways for people to do the right thing and activism is merely one.

What do you think of the new generation of direct action groups, like Plane Stupid?

I have great respect for the new generation of activists. It's far harder to do direct action at airports, especially with all the post 9/11 hysteria. There was a story about someone infiltrating Plane Stupid in the paper recently. Its nice to see the group members were sharp enough to spot him — and that the campaign is deemed worthy of being spied upon.

Does direct action still have a role to play? Can you save the planet with a bicycle lock?

Maybe. But it's going to take many thousands of people to get fired up and do something about it. Right now I can't see it without something drastic happening to people's lifestyles. Perhaps a movie version of *Birds, Booze and Bulldozers* at every multiplex would help shift people's attitudes [;)].

Birds, Booze and Bulldozers can be purchased online at <www.smallworldmedia.ie>

- Interview by SF

The Ease of Motion

The pushing ahead to somewhere other
Ease of motion
The peace of seeing the unknown
Casually, "oh, ok, I see."

Self, nothing but black ink in a line
Where A to B is somewhere
Between 5 mm and 500 km
The lines of a map and a train
Are not so different

Halting is calm reality
Realizing your time space place name
Standing firm against
Temptations of the wind
So I took a daisy
Between uneasy fingers
Somehow, in the median
Lubricating east and west like an eddy

- CC

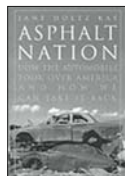
RESOURCES

PRICE UPDATE 2008!*

Nonfiction

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
US\$29, EUR 20, £15, or CZK 520



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, personal and architectural solutions to the problem, Kay shows that radical change is possible.

Carfree Cities

J.H. Crawford, 2000, 324 pages
US\$35, EUR 24, £18, or CZK 620

An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, *Carfree Cities* outlines a city structure carefully designed to minimise environmental impact and maximise quality of life.

Car Busters Graphics Book

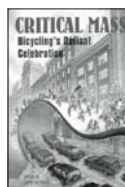
Car Busters, 1999, 44 pages
US\$10, EUR 7, £5, or CZK 180

Our graphics book brings together all the best graphics on file at *Car Busters* from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

Car Sick

Lynn Sloman, 2006, 192 pages
US\$29, EUR 20, £15, or CZK 520

"Cars cause environmental destruction, provoke stress and tear the heart out of communities. *Car Sick* provides a page-turning account of how we got into this mess, and more importantly, charts an attractive way out. If you've got a car, read this book. It will change your views, and could change your life." - T. Juniper, Friends of the Earth



Critical Mass

Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
US\$25, EUR 16, £12, or CZK 410

An irreverent collection of inkworthy social critique and optimistic celebration. Forty-eight contributors document, define and drive home the

beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the fight for the survival of our cities.

Cutting Your Car Use (UK Version)

Save Money, Be Healthy, Be Green!

Anna Semlyen, 2007, 96 pages
US\$12, EUR 8, £6, or CZK 210

Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated colour edition.

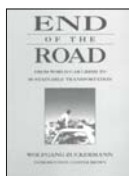
Divorce Your Car!

Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
US\$20, EUR 14, £10, or CZK 360

Divorce Your Car! speaks to individuals, encouraging readers to change their own driving behaviour without waiting for broader social change, stressing that individual action can drive social change.

Earth First! Direct Action Manual

DAM Collective, 1998, 152 pages
US\$10, EUR 7, £5, or CZK 180



End of the Road

Wolfgang Zuckermann, 1991, 300 pages
US\$10, EUR 7, £5, or CZK 180

There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact.

Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport, restructuring public transport...

For Love of the Automobile

Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
US\$56, EUR 38, £28, or CZK 990

Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded in modern society and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

Life Between Buildings



Jan Gehl, 2001, 202 pages
US\$40, EUR 27, £20, or CZK 720

First published in 1971, this book is still the best source for understanding how people use urban public spaces. *Life Between Buildings* is the undisputed introduction to the interplay between design and social life.

Making Their Own Plans

Brett Bloom and Ava Bromberg, eds., 2004, 128 pages
US\$17, EUR 12, £9, CZK 300

A compilation of articles about concrete projects seeking to reconfigure an undemocratic, polluted, gentrifying city into a more just and livable place.

New City Spaces

Jan Gehl and Lars Genszoe, 2001, 263 pages, hardcover
US\$60, EUR 41, £30, or CZK 1,070

Through colour photos, descriptive text and diagrams, this informative book highlights 39 public spaces around the world that have been won back from traffic.

Public Spaces - Public Life

Jan Gehl and Lars Genszoe, 1996, 96 pages
US\$49, EUR 33, £25, or CZK 870

Describes the remarkable improvements in Copenhagen over the past 34 years, and how they were accomplished.

Sustainable Mobility Guide for Municipalities

Justin Hyatt, 2006, 52 pages
US\$10, EUR 7, £5, or CZK 180

The *Sustainable Mobility Guide* provides a full spectrum of themes related to transportation, urban design, mobility management and more. It is aimed at decision makers as well as NGO's working in the field of transport and urban planning, or anyone else interested in a broad survey of urban mobility issues. Also contains a section highlighting relevant websites and organisations.

New Magazine Prices 2008:

EUR 4 / US\$5 for single current issue
EUR 12/ US\$18 for one-year subscription
EUR 22 / US\$32 for two-years subscription

* To better reflect the current exchange rates and actual costs for buying and sending resources, we've updated the magazine and Resource Centre prices at the beginning of 2008. Old prices mentioned in back issues (till #32) are no longer valid.

Fiction/Kids

The Age of the Bicycle

Miriam Webster, 1998, 270 pages
US\$15, EUR 10, £8, or CZK 270

"What if one afternoon all the cars in the world slowed down and then stopped in their tracks... soon tea shops burgeoned on the interstates... rush-hour traffic went by on bicycles at an average speed of eight miles an hour..."

Alice in Underland

Wolfgang Zuckermann, 1999
US\$10, EUR 7, £5, or CZK 180

"A curious mixture of nonsense, social satire and surrealist fairytale, which takes the classical Alice through the dreary landscape of suburban America."

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages, hardcover
US\$10, EUR 7, £5, or CZK 180

Colourful illustrated book that teaches children the problems of car culture through the eyes of a family of mice who decide to buy a car, with all the consequences...



The Little Driver

Martin Wagner, 2003, 56 pages
US\$12, EUR 8, £6, or CZK 210

A children's book for young and old, *The Little Driver* takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

Carbusters Press

Bulk Discount: Ten or more CARTOONS and/or Roadkill Bill books, any combination, for half price.

CARTOONS

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: US\$10, EUR 7, £5, or CZK 180

CD-ROM: US\$5, EUR 3.50, £2.50, or CZK 90

A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

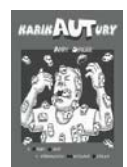
Roadkill Bill

Ken Avidor, 2001, 108 pages
US\$10, EUR 7, £5, or CZK 180

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In *Roadkill Bill*, the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first and only time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.



karikAUTury, GÉPregény, karikAUTury, and AUTOkomiks



CARTOONS has been published in Czech, Slovak, Hungarian and Polish with a new introduction by the head of the Czech NGO Children of the Earth. The books are part of the Visegrad Resource Centre project. If you are interested in copies contact project coordinator Michal Krivohavek at <Michal@worldcarfree.net>.



Videos



Source*

2005, 77 min., DVD, region-free PAL (plays on all PCs) - US\$25, EUR 17, £13, or CZK 450

The tale of the Baku-Ceyhan-Tibilisi pipeline is a tale of corruption, greed and Western money flowing into the oil-soaked shores of the Caspian Sea. This documentary takes you to the source of Western oil dependency and the human results of oil policy.



Autoschreck

1994, German version, PAL, only

US\$24, EUR 16, £12, CZK 430

Michael Hartmann walks straight over the cars illegally parked on the sidewalk. A documentary about a man discharged from a mental hospital for being perfectly (or at least somewhat) normal.

We Are Traffic! &

Return of the Scorcher



1999/1992, 50 min./28 min., NTSC US\$20, EUR 14, £10, or CZK 360

Two classic biking movies now on one DVD, plus extra footage that didn't make it into the documentaries. *Return of the Scorcher* (1992, 28 min.) chronicles the history of the bicycle renaissance. *We Are Traffic* (1999, 50 min.) follows the grassroots Critical Mass movement, which has brought together complete strangers in an exuberant, commercial-free public space filled with creativity and unpredictability.

Still We Ride!

In Tandem Productions, 2005, 37 min., DVD



US\$20, EUR 14, £10, or CZK 360

This action-packed documentary is a glimpse into the shocking showdown between the monthly Critical Mass bike ride and New York City police in the months after the Republican National Convention in August 2004.



The Transition Handbook in our Resource Centre? Tell us if you're interested!
(See Book Club reviews on previous pages)

Postcards



Our line of Carbusters postcards expand our range of consumer products for the entire family! An assortment of ten postcards costs US\$8 / EUR 5 / £4 / CZK 130.

"Freesources"

A growing selection of free texts available at <www.worldcarfree.net/resources/free.php>:

- *Car-Free Development* by Lloyd Wright
- *Energy and Equity* by Ivan Illich
- *Car-Free Housing in European Cities* by Jan Scheurer
- *The Automobile and Décroissance* by Denis Cheynet
- *Time Pollution* by John Whitelegg
- *Depaving the World* by Richard Register, and more!

Stickers

"One Less Car" Bike Stickers

Ten stickers: US\$3, EUR 2, £1.50, or CZK 50

Available in Catalan, Chinese, Czech, Dutch, English, Estonian, Finnish, French, German, Hungarian, Irish, Italian, Lithuanian, Norwegian/Swedish/Danish, Polish, Portuguese, Romanian, Russian, Serbo-Croatian, Slovak, Slovenian, Spanish, Turkish and Welsh. Sized for bike frames, water-resistant.



"Cancer Warning" Stickers

15 stickers: US\$4.50, EUR 3, £2.30, or CZK 80



Big hard-to-remove stickers for cars.

Available in French, German, English, Spanish and Czech.

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Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs.

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We would like to offer new unique t-shirts. If you have a new design that asks for being worn all over the planet, please contact us!

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US\$12, EUR 8, £6, or CZK 210

White t-shirt with the "cars-forbidden" traffic sign on it. Unisex and woman style, in sizes M, L, XL.



"Carfree" and "Skull"

US\$12, EUR 8, £6, or CZK 210

Black, red, light blue ("Carfree" only); unisex: S, M, L, XL; woman style: S, M, L



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Shipping (surface rate outside Europe) is included in all prices. We accept **US** and **British** cheques made out to Carbusters. **Credit card payments** can be made on-line at <www.worldcarfree.net/resources>. We also accept international **postal money orders** (in **CZK** or **USD**), and even cash in the currencies below (at your own risk, but seems OK).

Payments: Car Busters, Krátká 26, 100 00 Prague 10, Czech Rep.

Should you prefer to pay by **bank transfer**, please contact us.

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Country	4 Issues	8 Issues
US	18 Dollars	32 Dollars
Eurozone	12 Euro	22 Euro
UK	9 Pounds	16 Pounds
Czech Rep.	190 Korun	350 Korun

Memberships

Advocate: US\$40, EUR 30, £20, or CZK 600

Supporter: US\$65, EUR 50, £33, or CZK 1000

Saviour: US\$130, EUR 100, £66, or CZK 2000

Membership benefits/premiums are described on the next page.

Distribution Orders (5 or more copies): US\$3.20 / EUR 2.60 / £1.60 / CZK 32 per copy (you sell at current issue price and keep the difference).

"We have a BLEEDER here"

Should we liquidate the Resource Centre and make Carbusters online-only?
Thoughts:
editors@worldcarfree.net

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Have an incomplete collection? Looking for a perfect gift? Don't know how to best invest your money for long-term growth? Well, look no further! Get any back issue of *Carbusters* for a mere US\$2.50 / EUR 2 / £1.75. Or get a complete set for US\$40 / EUR 27 / £20. Or order an assortment of 100 issues for US\$110 / EUR 77 / £55.

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in all listed prices.

Towards Carfree Cities

US\$8.50, EUR 6, £4.30, or CZK 150

Sizes S, M in orange, red or forest green; size M, L in yellow



[front]

[back]



WORLD CARFREE NETWORK WORKS TO **BUILD AND MAINTAIN** THE GLOBAL **CARFREE MOVEMENT**. ITS PROJECTS AND PUBLICATIONS **ASSIST** PEOPLE AROUND THE WORLD **TAKING ON** CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. WE AIM TO **FACILITATE EXCHANGE** AND **COOPERATION** AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, **INSPIRE** NEW ACTIVISTS AND **CHANGE THE WORLD**.

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...and get a subscription to *Carbusters* magazine plus a free book!

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includes a one-year magazine subscription, an assortment of bike stickers and one of these books: Ken Avidor's *Roadkill Bill*, Andy Singer's *CARtoons*, or Martin Wagner's *The Little Driver*. (circle one)
- ☐ **Supporter** - US\$65/EUR50/GBP33
includes a one-year magazine subscription and two of these books: *CARtoons*, *Roadkill Bill*, or *The Little Driver*. (circle two)
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includes a one-year magazine subscription, a copy of *Carfree Cities* by JH Crawford, and one of these books: *CARtoons*, *Roadkill Bill*, or *The Little Driver*. (circle one)
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towards carfree cities international conference 2008. portland, or, usa.
www.carfreeportland.org

Monday, June 16: Early registration

Depaving project in North Portland. We will convert a parking lot into a green community space.

Tuesday, June 17: Public Day

All program elements on Tuesday will be free and open to the public.

9:00 - 12:00: Plenary session and opening keynote speech; presentations

1:00 - 3:30: Presentations and panels

4:00 - 8:00: Reception and international carfree-themed art show in City Hall

Wednesday, June 18:

9:00 - 5:00: Panels, presentations, workshops, and/or guided tours of Portland's transportation and urban design

8:00: Movie night

Thursday, June 19:

9:00 - 5:00: Panels, presentations, workshops, and/or guided tours of Portland's transportation and urban design

8:00: Closing party featuring old time square dancing in the street

Friday, June 20:

9:00 - 6:00: Annual General Meeting of the World Carfree Network (open to the public)

Sunday, June 22:

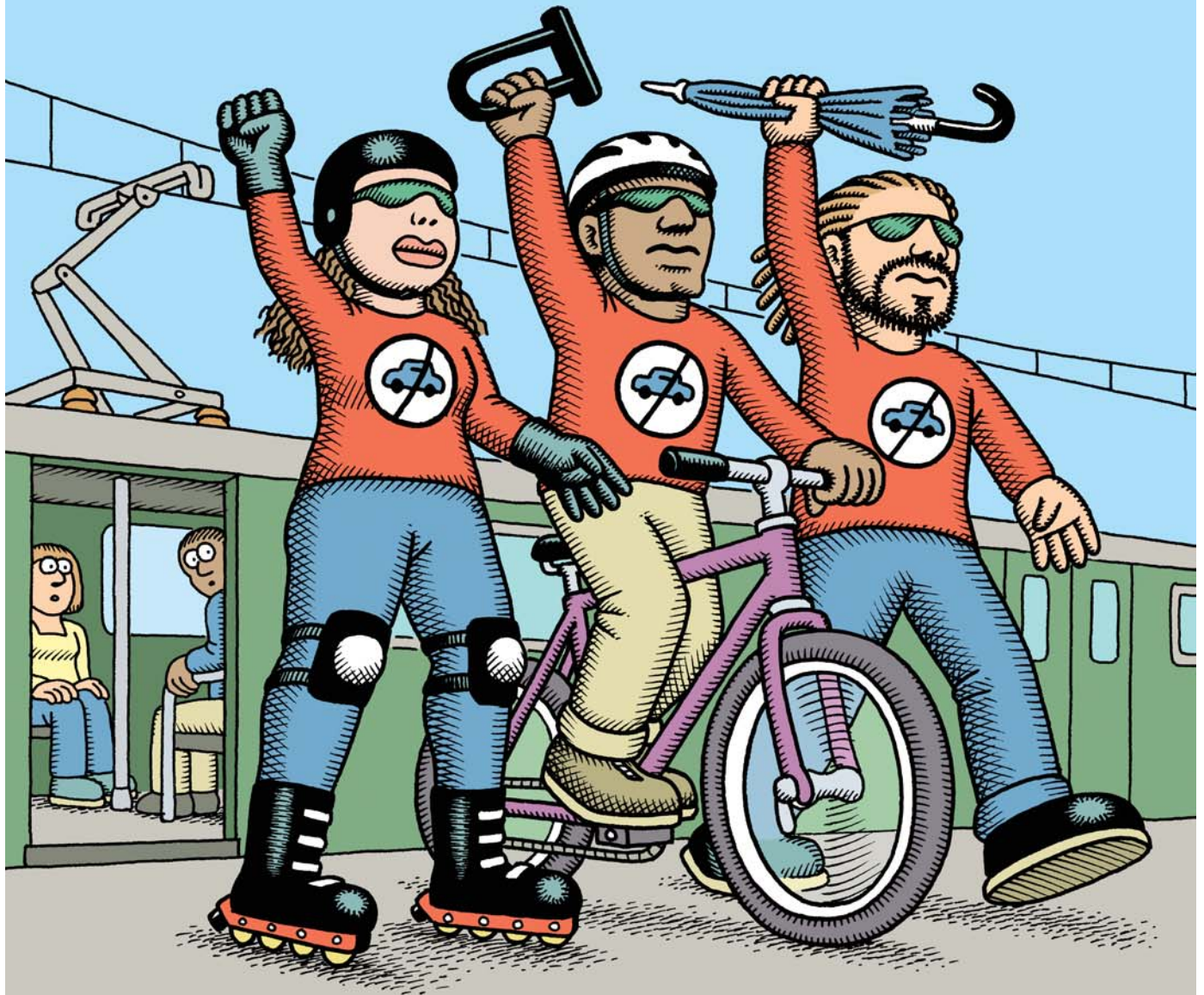
8:00 A.M. - 2:00 P.M.: Sunday Parkways

Portland will celebrate its first ever ciclovía-style street closure. The proposed route will close six miles of streets for Portlanders to walk, bike, run, stroll, and roller blade along the route to activities in the parks as well as to nearby shops and businesses in the vicinity.

REGISTRATION OPEN!

www.carfreeportland.org

CAR BUSTERS



10 YEARS

...AND STILL GOING STRONG!